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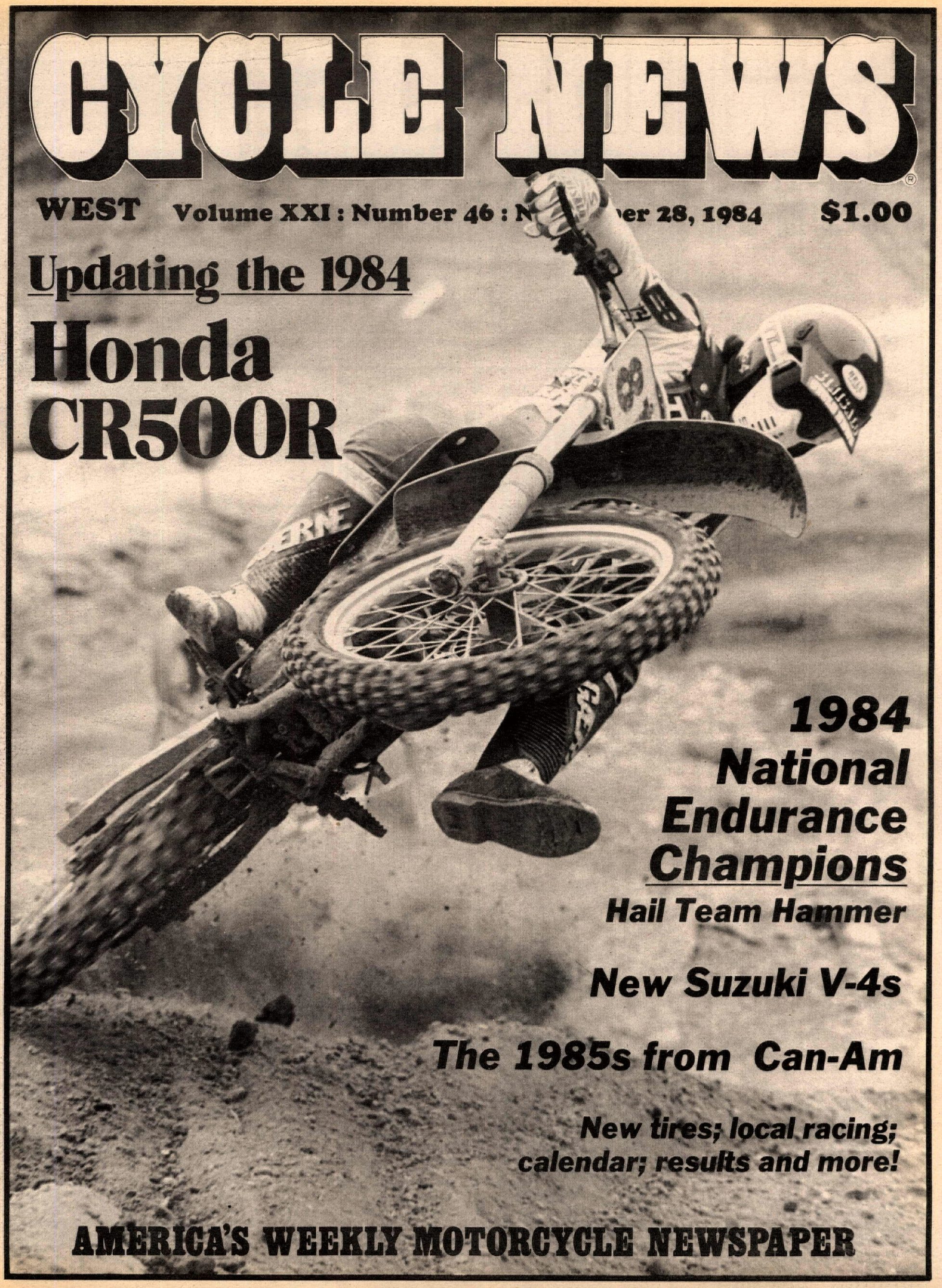

Updating the 1984 Honda CR500R

1984 National Endurance Champions

Hail Team Hammer

New Suzuki V-4s

The 1985s from Can-Am

New tires; local racing; calendar; results and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Eddie Michetti styles his trick '84 CR500R Honda at DeAnza Cycle Park. For more information about our big-bore Honda hop-up, see page 12. Photo by Kit Palmer.

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voices

California's governor

The picture of John Ulrich with then-Governor Ronald Reagan (*Cycle News* Nov. 21) leads me to write regarding the policies of our present Governor, George Deukmejian, toward motorcycles.

Following the forced resignation of Russ Sanford from the State Parks and Recreation Dept. (as was well documented in *Cycle News*), I, in August, wrote a letter to the Governor and asked him to account for the actions of State Parks Director appointee William Briner, who, when I talked to him on the phone, told me he essentially didn't recognize the off-road commission, that as far as he was concerned it was only advisory in nature, he wasn't bound by anything they adopted, and he could do as he pleased regarding off-road issues. I attached to that letter a photo copy of a letter from Deukmejian that ran in an October 1982 issue of *Cycle News* promising support of motorcycle issues and full and fair representation in return for the motorcycle vote.

When I hadn't received a reply by the end of September, I called the Governor's office. I spoke with an aide who said she checked their letters log and could find no record of my letter. I was asked to resubmit my letter and was assured that all letters, save those of threat on the Governor's life, were answered as a matter of policy. I mailed my copy of the original letter and reattached the copy of his letter to *Cycle News*, as well as attaching a cover letter in addition protesting his veto of the motorcycle training bill.

When I again hadn't received a reply by the end of October (some 60 days after my initial letter) I tried to call back the same aide I'd talked to. After many phone calls to be told she wasn't in and she would return my call, after being put on hold for 15 minutes at a time — phone calls that were never returned — I finally insisted I would stay on the line until I spoke to her. After a lengthy delay she finally came on the phone and was supposedly surprised I still hadn't received a reply. She put me on hold for a couple of minutes and came back with the news, "The Governor will refuse to address the issues."

It doesn't take much to figure out we've been duped by yet another smooth-talking politician who knows us at election time but then it's "Thanks for your votes, suckers." I hope you'll remember George Deukmejian's actions next election.

I know I won't be fooled again.

JOE STEPHAN
Rancho Cordova, CA

Snell vs. non-Snell

Thank you for your recent preview report on the JT ALS-1 Helmet. I feel two things need clarification.

First, the ALS-1 helmet is plastic in the same sense that a Bell or an Arai is plastic. They are all made of fiber-reinforced polyester resin — fiberglass. The ALS-1 uses the new technology of bag-molding such as used in the Arai for more accurate wall thicknesses unlike hand-layed fiberglass helmets.

Secondly, in your product evaluation of the JT ALS-1 helmet, you state "...but without the '85 Snell approval, we would think twice before buying one."

Such a statement suggests to the public that *off-road* helmets that are not certified by Snell '85 are less safe than helmets that are. With this statement you have touched upon the most controversial issue in the helmet industry today.

We at JT Racing feel that the Snell standard, when applied to off-road use, is in fact unsafe, primarily because the Snell standard requires such high energy absorbtion levels. When impacted under typical off-road conditions, the helmets that are made to this standard transmit more energy to the head than helmets having a softer liner.

Don't just take our word for this. You have a perfect opportunity to do some very meaningful reporting on a subject that affects every off-road helmeted rider in the country! Contact Dr. Harry Hurt and his staff at the University of Southern California's Head Protection Research Institute. Professor Hurt is a critic of the Snell standards in part because of the above mentioned reasons. Dr. Hurt and his staff have investigated virtually thousands of helmet-related injuries and he is regarded as one of the nation's foremost authorities and experts on head protection. You may also contact Ivan Wagar, past President of the Safety Helmet Council of America.

When JT Racing set out to design a helmet, we were and still remain dedicated to producing the highest quality, state-of-the-art product. Our research convinced us that a non-Snell helmet would be safer and more suited for its intended use — *off road riding*.

It would have been neither more expensive nor more difficult for JT Racing to produce a helmet that met the Snell standard than it was to produce the ALS-1. We feel we have not made a mistake.

JOHN GREGORY
President JT Racing Inc.,
Chula Vista, CA

Look for a Cycle News *investigation of helmet safety standards in an upcoming issue. In the meantime, we'll be wearing Snell-approved helmets . . . Editor.*

Saddleback

Reading that Saddleback Park had closed was a big shock for me. Saddleback was not just another motorcycle park, it was something to shoot for, a goal. Because I live in Iowa, where a place like Saddleback is almost non-existent, I have always wanted to go to California and ride at Saddleback.

Saddleback was the place that my heroes raced. Just getting the chance to ride on the same track Bob Hannah, Rick Johnson and Roger DeCoster raced on would have been the ultimate for me. Hopefully I may still have my chance to ride at Saddleback.

I hope that Stu Peters, the CMC, and the other people who are fighting to save Saddleback are successful, not just for me, but for the countless other guys like me who want to make the journey to California and ride Saddleback. Add my name to the Save Saddleback petition.

MIKE LARSON
Ankeny, IA

Ex-Hailwood BSA

Recently *Cycle News* ran an article by Alan Cathcart about an ex-works BSA Rocket III owned by Greg Philipi which was touted as the same machine ridden by the late Mike Hailwood at Daytona in 1970. Thereafter several people including Don Emde and Dave Aldana publicly questioned the authenticity of this bike.

In actual fact the ex-Hailwood machine is owned by Team Obsolete. It is now being rebuilt by Jess Morris and will be ridden by Don Emde (who rode it in 1971) at the 1985 Daytona Formula 750 Historic race.

ROBERT T. IANNUCCI
Team Obsolete
Brooklyn, NY

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Suzuki rider **Rich Thorwaldson** posted an 8-5 score for top American at the Puyallup, Washington, round of the Trans-AMA. The winner was Puch factory rider **Harry Everts,** who went 1-2; **Roger DeCoster** (Suz) was second overall with a 5-1. The highest finishing American in a moto was Husky's **Mike Hartwig,** who got second in the first round; moto two saw him finish 14th for fifth overall. Complicating the event was day-long rain and a mud-soaked track which made riding nearly impossible for some; DeCoster and **Brad Lackey** were among the many who crashed, bogged, or got swamped in the mud. **Kenny Zahrt** (Bul) won the 250cc Support class over **Jim Turner,** with a 3-1 finish.

At Ascot Raceway's annual long-track speedway event, **Billy Gray** (Jaw) emerged as the winner in the Handicap main. Gray won his semi, beating our **Jim Fishback, DeWayne Keeter** and **Scott Sividge.** Winner of the night's first semi was **Sonny Nutter.** Gray was noted for his aggressive riding style on the long track, which put him far ahead of everybody else. Finishing second behind Gray in the main, and winner of the Scratch consolation event, was **Bruce Penhall.**

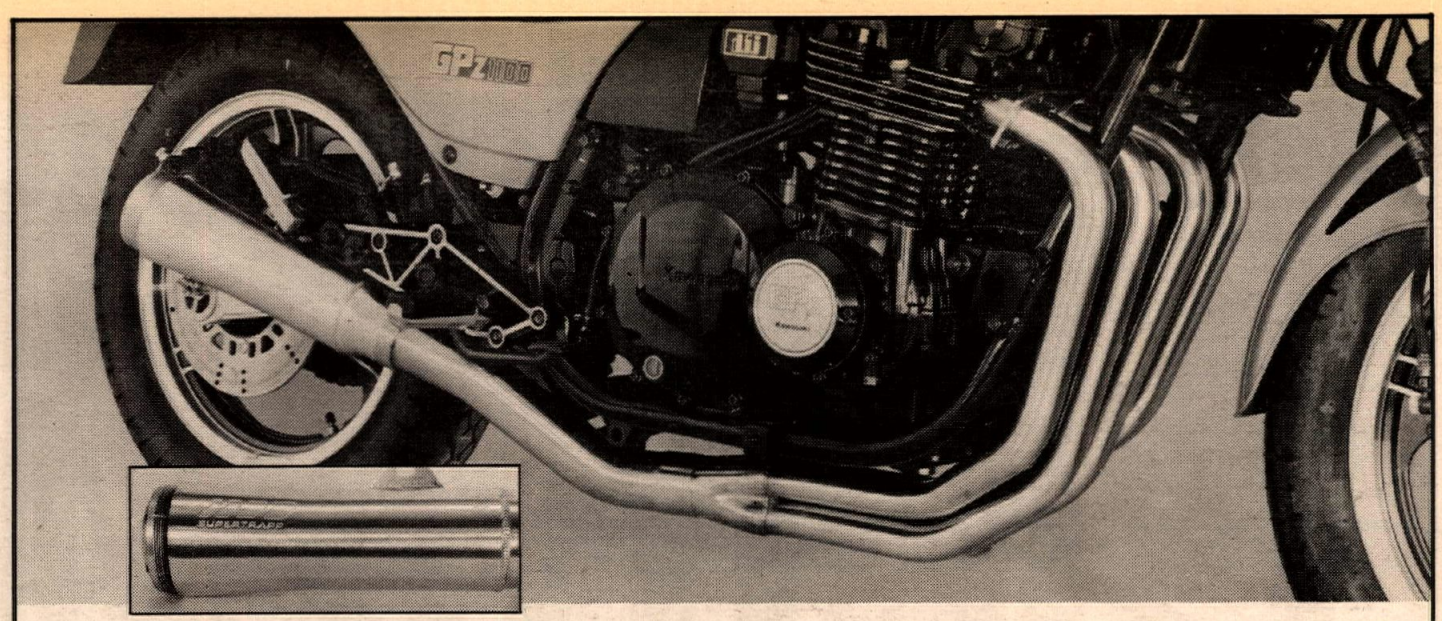
David Taylor made a clean sweep of the 125cc Pros at Irwindale Raceway with a 1-1-1 score. Second overall was **Mark Tyer,** who rode consistently with a 3-3-2 placing. **Mike Bell** placed second in the first two motos, but a sixth in the third knocked him back to third for the night.

Bell shook off his third at Irwindale to come back and win the 125cc Pros at Saddleback Park two days later. **Ron Turner** was the star early in the first moto, then gave the lead to Bell, but Turner got back on the gas to win moto one. Moto two saw Turner develop bike troubles and retire from action. Bell inherited the lead and the overall win, after dicing it out with **Rick Sheren.** Third overall was **Bob Marino.**

Tom Brooks was the winner of the SoCal M.C.'s Virgin Run, after following **Bob Balentine** on the first loop, then passing for the lead on the second. This made it his third desert victory in a row. Third behind Balentine was **A.C. Bakken.**

John Ulrich, teamed with **Art Friedman,** racked up an impressive win at Ontario Motor Speedway on Suzuki's new RE-5 rotary by winning the AFM-sanctioned balloon-busting contest held along with the regularly scheduled race. In achieving victory, the Ulrich/Friedman team dumped the Suzuki three times; some things never change. Overall Pit Squid Champion was **John "Duckboy" Stein,** now editor of Motorcycling magazine.

Eddie Lawson and **Wayne Rainey** traded wins in the 125cc Expert class at Corona Raceway. Lawson won the half mile; Rainey the TT.



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1984 AMA Endurance Cup Roadrace Series Champions
Lockhart Equipped Honda VF1000F
Owner: Kaz "the wizard" Yoshima
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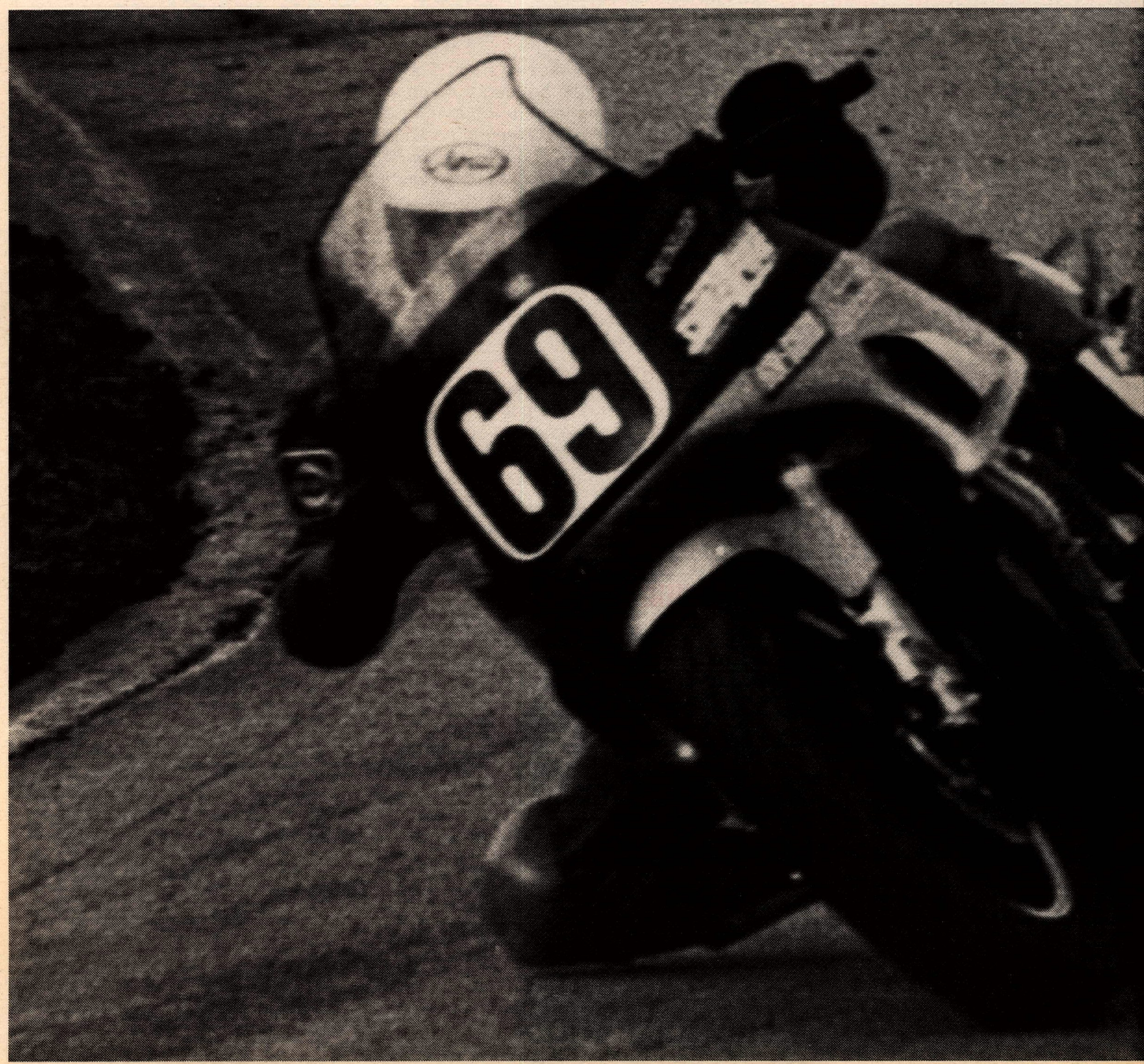
Riders: Lynn Miller, John Ashmead.
Alternate Riders: Phillipe Kosterzer, Jay Parnell.
Pit Crew: David Black, Greg Adams, Gary Medley

Team Lockhart
1st Overall Sears Point 4 Hour, 10/28/84
Lockhart Equipped Kawasaki GPZ900R Ninja
Riders: Wendell Phillips, Jim Vreeke
Pit Crew: Franz VandenBroek, Jeff Herzog, Mitch Volmerding

15717 Texaco St., Paramount, CA 90723, (213) 630-4621

We got an A
racing. Also



in sprint a B, C and D.

Before their classes could be dismissed, Yamaha sprint riders had one final test to take. The WERA National Championship Sprint Race in Atlanta, Georgia.

Otherwise known as The Moment of Truth.

All the riders who had qualified in sprint races throughout the year went head-to-head for ten laps, winner take all.

One race. One championship.

WERA NATIONAL SPRINT RACE CHAMPIONS

Class	Rider	Bike
A Production Expert	Randy Renfrow	FJ1100
B Production Expert	Kevin Schwantz	FJ600
C Production Expert	Kevin Schwantz	FJ600
D Production Expert	Jeff James	RZ350
D Superbike Expert	Ed Key	RZ350

As you can see, the Yamaha riders finished at the head of the class in A, B, C and D Production and in D Superbike. On FJ600's, FJ1100's and RZ350's like the ones you buy at your Yamaha dealer.

If you're smart.

YAMAHA

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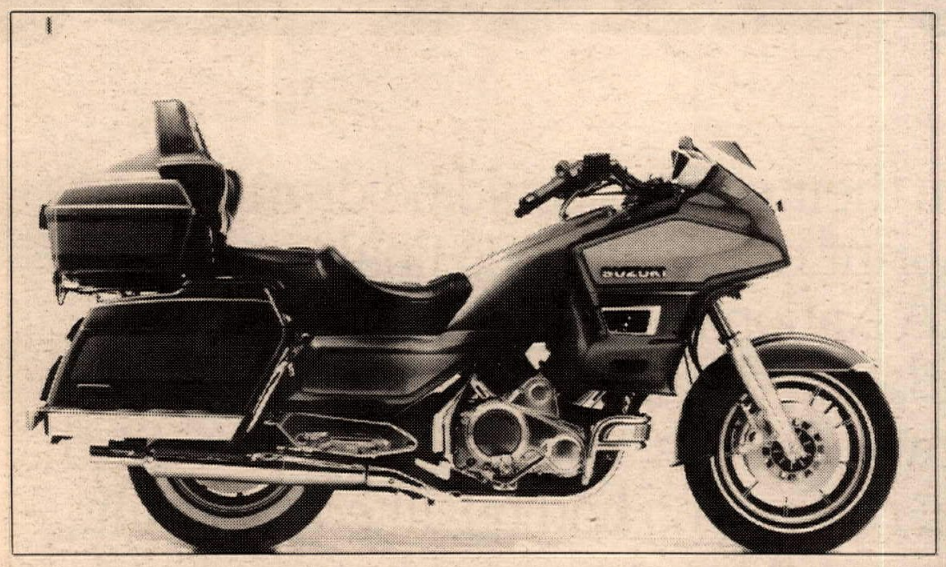
12-MONTH LIMITED WARRANTY. *Warranty terms are limited. See your Yamaha dealer for details. Always wear a helmet and eye protection.*

The Latest POOP BY PAPA WEALEY



Suzuki's new 1985 1360cc GV1400 GD Cavalcade LX is powered by a water-cooled, four-valves-per-cylinder 82° V-four producing 99 bhp at 6500 rpm. The engine is rubber mounted and the bike has a five-speed transmission with an extra-tall fifth gear and shaft drive; the clutch is hydraulically-activated. Valve lash is hydraulically-adjusted and the engine features a special carbon-fiber head gasket; Suzuki's Canadian dealer introduction kit says the head is sealed with silicone rubber. The Cavalcade comes with cast aluminum alloy wheels (16-inch front, 15-inch rear), whitewall tires and triple disc brakes; the seat height is 29.5 inches and claimed dry weight is 700 pounds. Standard features include electronic cruise control, a computer-designed fairing with defrost and ventilation, adjustable footpegs, computer-operated-automatic load leveling through air-suspension, air-adjustable seat incorporating five airbags, remote-control-adjustable passenger floorboards, separate radio amplifier and volume controls for the passenger, complete key-removable stereo radio/cassette sound system with handlebar mute switch and intercom. Other features include a clock and gear-position indicator; a CB radio is optional. Suzuki claims the GV1400 has the largest saddlebag capacity on the market. It should be available in May.

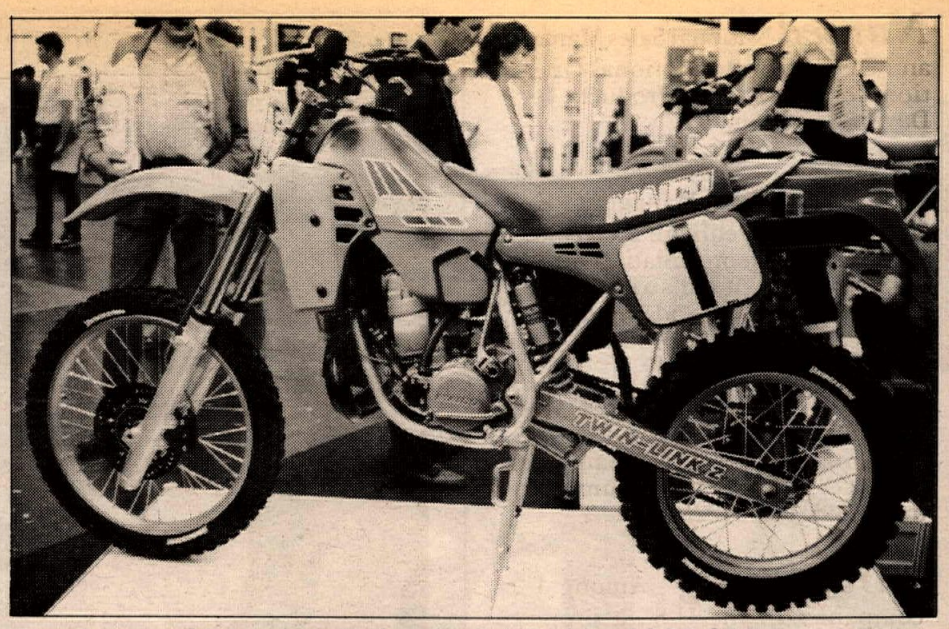
Although rumors continue to surface about Harley-Davidson not fielding a factory dirt track effort in 1985, racing team manager Clyde Denzer says that isn't the case. "I don't believe any of the questions which seem to be arising can be answered yet," said Denzer. "There are decisions to be made within the plant before any of those questions can be addressed. It's not unusual for us to be sitting on our hands this late in the year on next year's program. We always seem to wait until the last minute before getting a budget and this year is no exception. In addition, there have been some management changes recently and that is holding up any decisions in our area even more than I expected."

Both Randy Goss and Jay Springsteen felt the rumors of no Harley-Davidson team in 1985 were just that — rumors. "I haven't heard anything about it," said Springsteen. "It's news to me," said Goss. Goss, Springsteen and Scott Parker, the three members of this year's Harley team, are due to go to the factory for talks about 1985 early in December.

"American Honda decided they weren't going to compete in Formula One," said three-time AMA Formula One title holder Mike Baldwin about Honda not renewing his contract. "I guess all good things have to come to an end. I've got a few irons in the fire, but nothing I can talk about yet. I've got at least four or five more years to race and I'm not going to be hanging up my leathers prematurely. About the only thing I don't see myself doing is racing in Europe because, realistically, there is more money to be made racing right here in the U.S. than overseas."

Exposure king? Wheelie King Doug Domokos, recently signed by the William Morris Agency, made 276 performances in 1984 and averaged 5.2 newspaper interviews per week throughout the year. Domokos, whose contract with Honda expired last week, is currently negotiating for a 1985 ride.

The Isle of Man Tourist Board has named Halmar Enterprises as the official North American agent for 1985 Isle of Man TT travel packages; the company is offering a free brochure on the Isle of Man races. More information is available from Halmar by writing P.O. Box 474, Lewiston, NY 14092 or by calling 416/356-6865.



The German Maico factory has introduced its 1985 250cc and 500cc lineup, which will still be called M-Stars in the U.S. The GME500 enduros (above) and the GM500 motocrossers have 488cc engines, water-cooling, and five-speed transmissions. The GME weighs 240 pounds dry, while the GM weighs 224 pounds dry. The 238cc 250s are still liquid-cooled and weight 231 (GME) and 216 (GM) pounds dry. All models have updated Twin-Link 2 rear suspensions that feature new linkages and an Ohlins piggyback reservoir rear shock; double-piston front disc brakes; new front hubs; all-new frames designed to lower the center of gravity; lowered steering heads; aluminum alloy fork tubes, new damper parts; larger front and rear axles; new and stronger Akront rims and Bridgestone tires.

Yamaha Motor Canada's 1985 motocross program will include factory support for Doug Hoover and Serge Gregoire in provincial and national championship races; a dealer-support program for 37 Junior, Senior and Expert riders in every region of the country; $300,000 in contingency money; and assistance to dealers in setting up and holding motocross schools. In road racing, the company will offer an extensive contingency program (details have not yet been announced) and will give a discount on FZ750s and parts to selected road racers.

The U.S. Tobacco Co. has agreed to sponsor the U.S. Women's Motocross Championships under the auspices of Skoal Bandits. The race, scheduled for December 9 at Carlsbad International Raceway, is sanctioned and promoted by CMC.

L.A. Trade Tech College will host an open house on Saturday, December 8; the college, known for its motorcycle mechanics program, is located at 400 W. Washington Blvd., Los Angeles, near the intersection of the Harbor and Santa Monica Freeways. •

MOTORCYCLE INDUSTRY CHANGES

Wadded As in totally destroyed, a 1985 Kawasaki Ninja 600R during a press introduction on the road race course at Firebird Raceway in Phoenix, Arizona, by *Cycle News* Editor John Ulrich.

Wadded But barely damaged, a 1985 Kawasaki Ninja 600R during a press introduction on the drag strip staging area at Firebird Raceway in Phoenix, Arizona, by Black Biker Editor Don Parker.

Moved Koni America's motorcycle advertising account, from Unigrafix to Earle Bowers Advertising, which handles Koni's automotive advertising; the move cited as a budget-cutting measure.

Hired Mark Lance, 29, as sales manager for ATK Leitner Corporation in Tustin, California, manufacturers of the limited-edition ATK 600 four-stroke motocrosser; Lance was previously a sales consultant for Greer fairings.

Named National Sales Manager and Director of Promotional Operations for Ceet Racing Products, Inc., Dave Thompson.

Named Sales Manager of B&B Sales, Blaine Birchfield; B&B is sales and marketing representatives for PBI Sprockets, master distributors for Duckworth Chain and importer of motorcycle and ATV products.

Moved California OHV Commission Chairman Mike Bishop, to 401 Santa Barbara Street, Santa Barbara, CA 93101. Phone number remains 805/965-9722.

Circulating Among beer companies in the U.S., a proposal from three-time 500cc Road Racing World Champion Kenny Roberts, to establish a U.S. Formula One racing team with rider Wayne Rainey.

Formed Team America, a Superbike racing team consisting of Roberto Pietri and Dave Busby, to contest the entire M.C.C. and Associates International Superbike Masters Series and the AMA Superbike Series, on Honda VF750Fs; Busby takes delivery on his ex-works racebike at the end of November.

Scheduled Production of the Suzuki GSXR750, to begin in December; the company anticipated building 1000 units per month but now must double that figure to meet pre-production orders exceeding 7000 units worldwide; the biggest holdup of increased productions is the rate at which the aluminum-alloy frames may be built.

Scheduled State of California Air Resources Board meeting, November 29 at 901 P Street, Sacramento, California; agenda items include a progress report on the state's vehicle inspection and maintenance program and a report of "grey market" imports of foreign vehicles into California.

Named National Sales Manager for Dick Cepek, Inc., Klaus Hubrich; formerly Director of Sales and Marketing for Rancho Suspension.

Named Lee Chauvet, as Deputy Director of the California OHV Commission, formerly president of the Four-Wheel-Drive Division of Parks and Recreation.

Quit After 15 years, Cycle Center of Fremont (California) Service Manager and noted racer and enthusiast Larry Shultz, 33, to live off income from several real estate investments made over a decade ago.

Named President of Bridgestone Tire Co. of America, Inc., Norifumi (Ken) Akama, effective December 1. Akama, 46, formerly served as Executive Vice President of the company; he replaces Kunio Satake, President since 1977, who is returning to Japan for an assignment with parent company Bridgestone Corp.

Reported Sales of $131,544 for the quarter ending September 30, by Jones Optical Co., of Boulder, Colorado, manufactures of sports eyewear, including goggles. Figure is up from $128,445 for same period in 1983.

"I won the Four-Stroke class at every ISDE Qualifier this year. No other four-stroke came close to matching the agility, performance, handling or reliability of my 510TE. It ran flawlessly everytime. These machines are a real breakthrough for four-stroke lovers who want a highly competitive motorcycle."

Larry Roeseler's reputation as an off-road champion is legendary. We asked him to evaluate this new four-stroke machine, and after one ride he said, "Evaluate? I'll evaluate this thing right into the winner's circle!" He was right as usual.

'85 Husqvarna four-strokes are available in three models, the 500TC for Motocross, the 510TX for Cross Country, and the 510TE for Enduros. Each offers an exceptional combination of speed, quickness and handling.

For 1985 this machine features a new ignition and carburetion system set up for increased reliability and easier starting. Larger valves with new guides and seals provide increased performance, and a premium K & N air filter improves air flow while keeping out the dust. Like all Husqvarnas, these four-strokes feature chrome-moly frames, outstanding suspension and hand crafted quality.

Hurry down to your Husqvarna dealer now. There is a limited supply of four-strokes available and if you're not riding one you'll probably be chasing one.

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THE FINAL STEP UP

"My '85 Four-Stroke is Ultra quick, Ultra light, and Ultra reliable." —Larry Roeseler

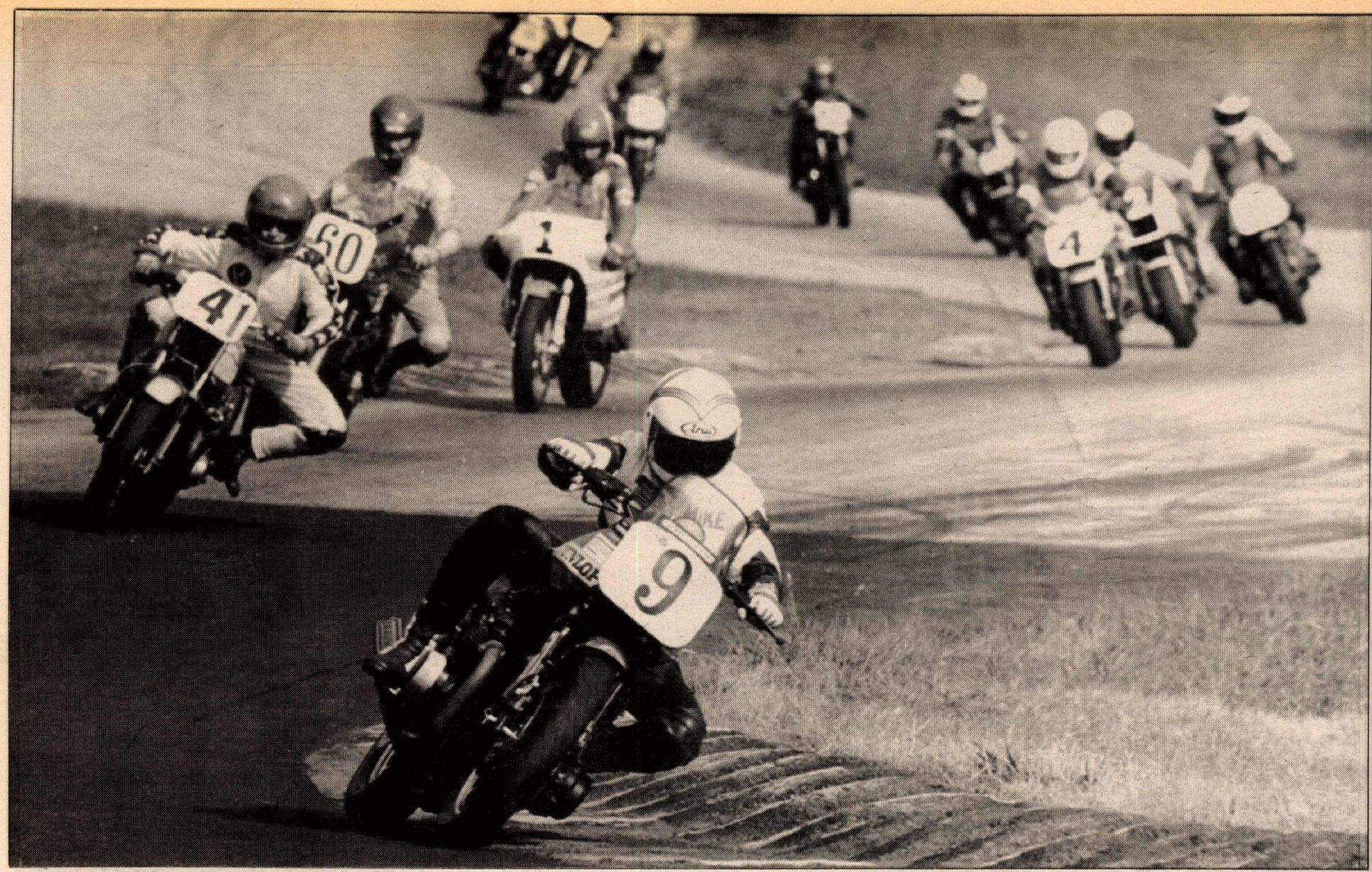
When All is Said and Won:

TEAM HAMMER WINS
WERA NATIONAL ENDURANCE
CHAMPIONSHIP

And Arai Helmets
Were On Top Of Their Rides

Arai HELMET

HEAD AND VISOR ABOVE THE REST



PHOTOS BY TOM KOLNOWSKI, GARY VAN VOORHIS AND RANDY MARRS

Lap one, turn five: Quester/Sullivan's Mike Harlow (9) leads Steel City Racing's Bruce Egan (41), Po Folks' Dale Burroughs (60), Team Hammer's Russ Paulk (1), North Ridge Racing's Ralph Johnston Jr. (4) and Team Ontario's Lynn Miller (2).

WERA/Dunlop National Championship Endurance Road Race Series: Final round

Team Hammer takes second championship

By Gary Van Voorhis

BRASELTON, GA, NOV. 11

Lady Luck and Mother Nature teamed up to add a bit of drama to the Road Atlanta Four-Hour, the final and championship-deciding round of the series. Team Ontario, the defending race winner, came out on top again, after consistent, no-mistakes riding and a trouble-free change to rain tires in the final half-hour enabled them to erase the nearly two-lap lead Team Hammer had on them at that time. Hammer's problems with their tire change and an ensuing additional pit stop demanded by WERA tech officials to safety wire a bolt on the front axle, left the team a half-a-lap shy at the finish after having held the lead for the majority of the race.

However, the second-place finish cemented a second straight championship title for the California-based team. Team Hammer's John Ulrich and Russ Paulk were joined in handling the riding chores by Dave Schlosser when Ulrich got sick during his second-hour stint on their Prototype class 1136cc Suzuki.

Last year's final race during the WERA Grand National Finals at Road Atlanta saw Ontario and Hammer running for the title with Ontario winning the race, but losing the title. This year Ontario chose to contest the AMA/CCS Endurance Series and clinched the series title with a win in the final round at Daytona International Speedway on November 2. The win at Road Atlanta provided riders John Ashmead and the Ontario crew with a bit of vindication for last year's loss.

A field of 73 teams took the green flag to begin their trial on the 2.52 mile, 12-turn course at Road Atlanta. Paulk, handling the first hour for Hammer, blitzed into the lead and was lapping traffice before the end of lap two. Lynn Miller put the Ontario Honda VF1000F Heavyweight Superbike entry into second with the Po Folks Kawasaki third over the Quester/Sullivan Suzuki GS1100.

Three teams — Quester/Sullivan, Speed Boys, a Mediumweight Production class entry, and Hammer all had a shot at the National title in the best-eight-finishes-count series. However, Quester and Speed Boys came into the race having already run eight series rounds while Hammer had only seven to their total and thus began racking up points in the points-equal-mileage-covered affair. To add more spice, the race paid double points since it was the final round.

"I'm nervous," said Ulrich, as he watched Paulk slice his way through traffic. "We don't really have to win, but if we did we couldn't lose the title. With double points being paid, the only way to be sure is just to beat everyone else."

Quester was hedging their bet and had two entries with Mike Harlow and Jerry Holm on their number one bike and Mike Barenbrugge and Tim Knutson handling the second entry.

"Only one entry counts for points," said Harlow before the race. "We had two bikes ready to go so we decided to race both."

Paulk blistered the track to open up a one-lap margin over Ontario by the end of hour one with Quester's number one bike in third, two laps off the leader's pace along with Boonie Knott's FBI Racing Yamaha TZ750 and the North Ridge Racing Yamaha FJ1100. Po Folks, plagued by problems all season long, had their ride end before the finish of hour one with a sour engine. Fifty-five starters were still running.

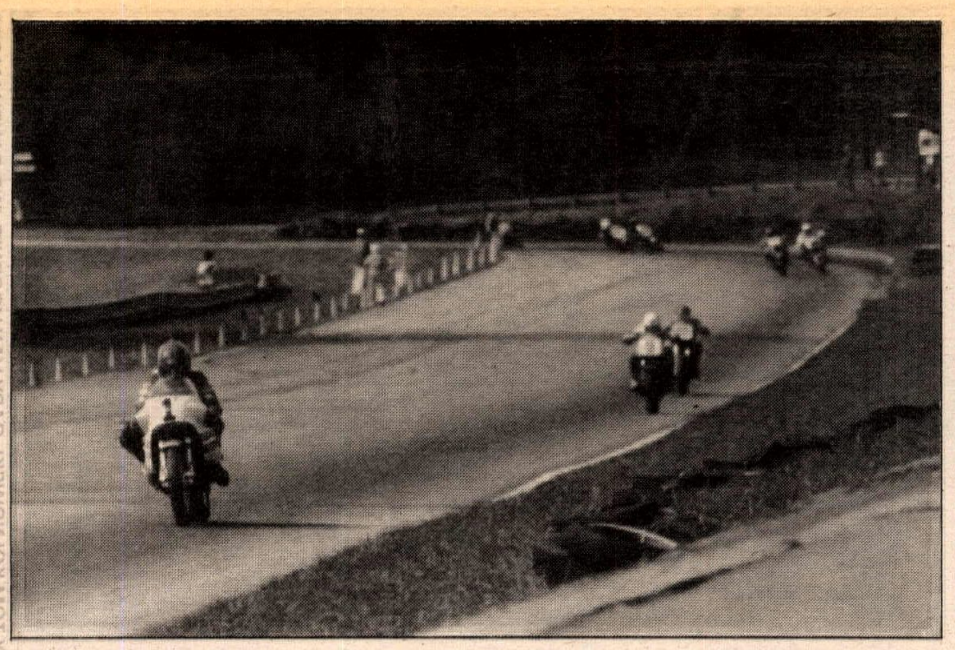
Gas stops and rider changes completed, the field rolled on into hour two. One of the first among the front-runners to strike trouble was FBI with a problem with the exhaust system which led them to change pipes and eventually cost the team about one hour in the pits.

The gap between leading Hammer and Ontario closed during hour two to less than a full lap while North Ridge, Taylor Racing, Quester and Z-P Racing battled it out behind. The second Quester entry had dropped off the pace and hovered at about 20th for the rest of the race.

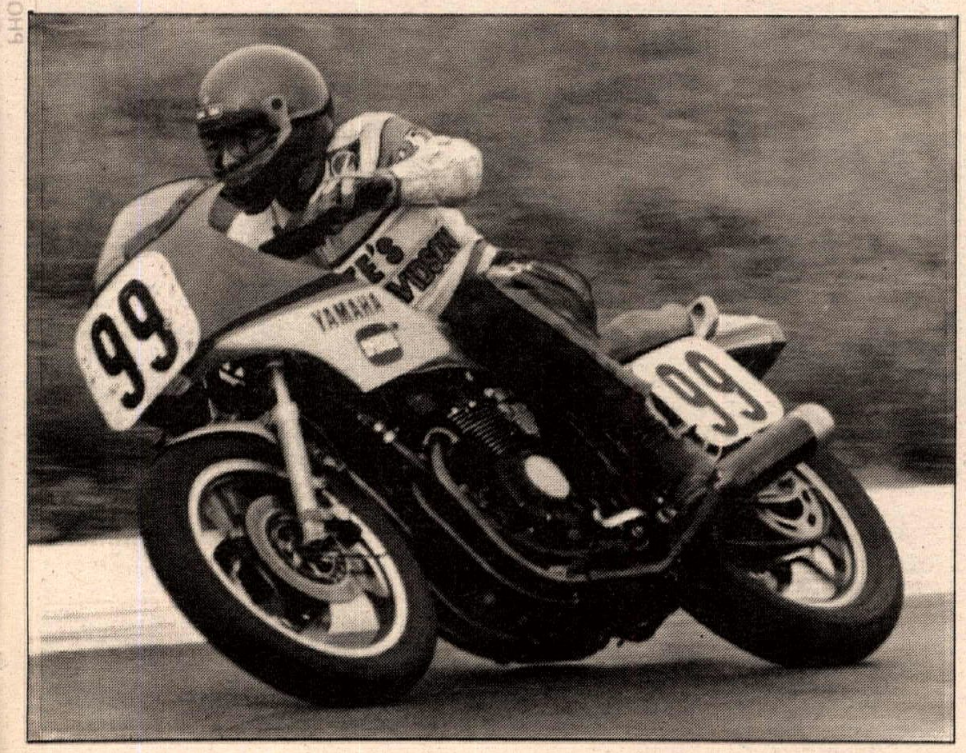
"We're running good, but we were pretty slow in hour one," said Greg Zizza of Z-P Racing. The Yamaha FJ1100-mounted team included Kevin Perry and Lex Hutton. "I keep telling our team we've got a chance," said Zizza. "Of course, Hammer, North Ridge, Quester and Speed Boys all have to blow up. It could happen. Realistically, we're going for the best showing possible to attract some sponsorship for next season. It costs a minimum of $10,000 to do 10 rounds and we can't afford to do it without more backing for next year. You'll probably hear the same from just about everyone racing here."

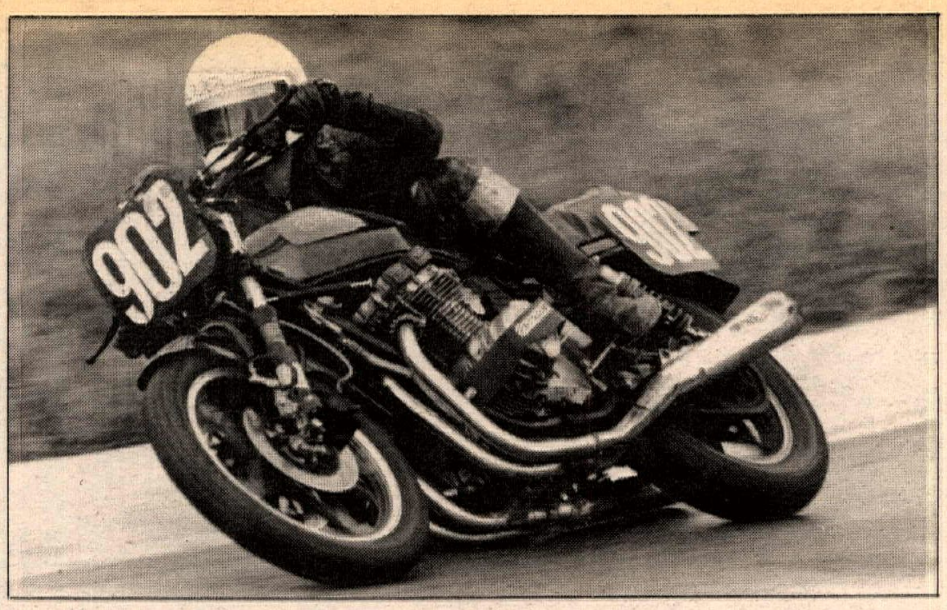
The end of hour two saw most teams make routine gas/rider changes with Hammer about 45 seconds up on Ontario, followed by North Ridge, Taylor, Quester and Z-P. Heschimura Racing, on a Honda 500, held the Middleweight Superbike class lead at 10th overall while Team Casual, in the Lightweight Superbike ranks, led Your-In-On-It Racing, a Lightweight Production class entry, in a battle for 19th.

"Quester's strategy is simple," said Harlow. "We're riding as hard as we can because we've got to beat Hammer to win the title. We had a tire problem with our second entry, but both teams are still running good."

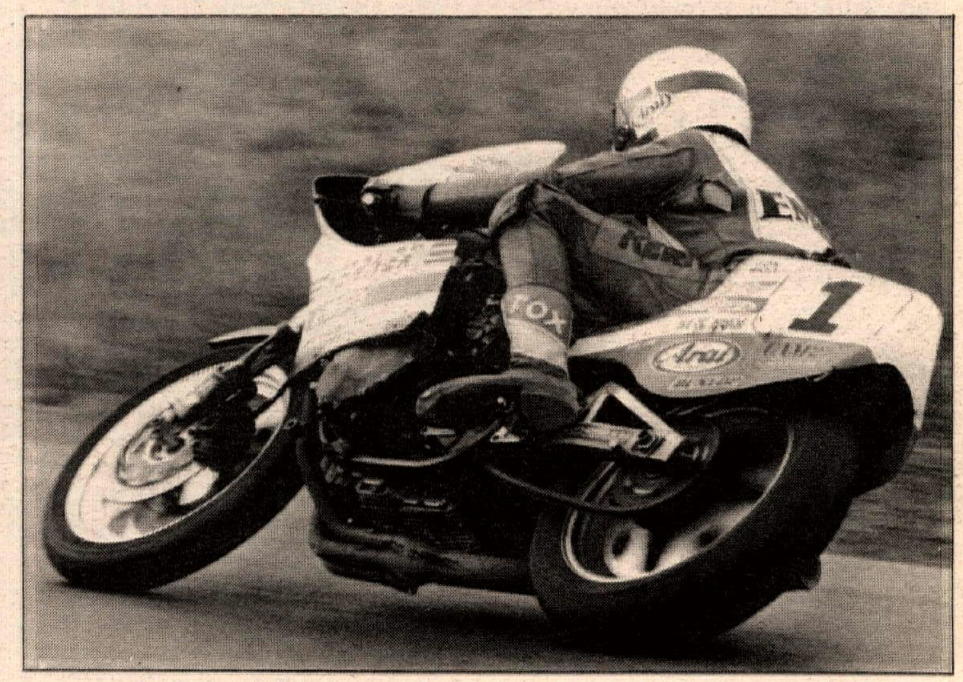


Paulk (1) leads Harlow, Burroughs and Miller at the end of the first lap; (below) Fabulous Speed Boys' John Yurejefcic.





Fast Company's GS1100 took the Heavyweight Production class championship; (below) 1983 and 1984 champions, Team Hammer.



PHOTOS BY TOM KOLNOWSKI, GARY VAN VOORHIS AND RANDY MARS

"Our only problem is a lack of horsepower and the slower riders who decide to change their lines in the middle of a turn," said Larry Shorts about his ride on the Taylor Racing Honda 750. Shorts was teamed with Gregg Smrz.

Ontario's Ashmead was having a small problem: "The brake lever is set so I have a hard time grabbing it," said Ashmead. "I have to take my hand off the grip to get a secure hold on it. Other than that, the transmission is a bit stiff to shift."

"We don't really have a shot at the title because we had eight scores coming into this race and we can't pick up too many more points," said Steve Schlotterbeck, the non-riding partner in Speed Boys along with Larry Burkholder and John Yurejefcic. "We're racing Z-P for fourth overall in the points. Jim Tribou is our third rider."

North Ridge, with Ralph Johnston Jr., Doug Cross and Don Sielschott handling the riding, also felt if Hammer didn't break then their battle would be for the Heavyweight Superbike title. "We need to finish third overall or better with Quester in about 12th," said Cross. "Then we could take the title. We've won two of the last three rounds so anything is possible."

There was little change in the standings of the top teams at the end of hour three with Hammer up by two laps on Ontario. North Ridge had slipped to five laps off the leader's pace while Taylor and Quester were six laps back with Z-P seven off the pace.

Schlosser took Ulrich's spot on the Hammer entry at the start of hour four — Ulrich had developed an upset stomach. "I didn't eat anything this morning because I was nervous and I started feeling sick during my hour on the bike," said Ulrich, explaining the rider change.

Mother Nature sprinkled a few drops of rain on the track at the start of hour four and moved in dark clouds as a preview of impending showers. With about 40 minutes to go, a heavy rain soaked the track. The teams running on slicks circulated the track as their crews got ready for tire changes.

Hammer's rear tire change went smoothly, but troubles replacing the front axle led to a mallet-banging session and the team spent nearly four minutes in the pits before getting underway. A WERA tech official then told the team they would have to pit again to safety-wire the pinch bolt. They did, but the time lost between the two stops cost them their lead.

Meanwhile, Ontario was in and out with Ashmead aware the win was within their grasp.

Taylor Racing had already struck engine troubles — a spun bearing — and completed only six laps in hour four before their ride ended. Speed Boys also saw their hopes for a top placing come to an end, with a crash-damaged oil galley.

Ontario took the win a half-lap (48 seconds) up on Hammer. Both teams completed 140 laps/352.8 miles in their four-hour race. North Ridge and Quester turned in 136 laps for third and fourth, respectively, with Quester 20 seconds behind. J.A.B. Racing, in the top 10 from the beginning, took fifth by going one lap up on Z-P in the final hour. John Bulawa and Ken Stephens handled the riding on the Sam Dell-sponsored 908cc Kawasaki.

"We were looking for the overall championship," said Quester's Mike Harlow, "but we had to beat Hammer to claim it and we didn't. You could say we're still happy. We gave it our best shot and now it's on to next year. I think the rain at the end helped us some because we were running regular tires and didn't need to pit to change from slicks to rain tires."

"I feel really, really good about winning," said Ontario's Keith Perry. "It was a hard race. What really makes it good was winning the AMA endurance title last week and then coming here and taking the win. That makes up for losing the WERA title last season. John Ashmead and Lynn Miller continue to amaze me. I've watched them ride or had them ride for me for the past five years and they still do some things on the track I know aren't really possible. Our crew did a super job this year and I'm proud of everyone who took part in our effort."

"We definitely don't plan the type of finishes we've had in the past two seasons at the final race," said Hammer's Ulrich about this year's tire change problem and last year when the team's bike caught fire. "We've been worrying about this race for a long time. The thing we're most proud of, and what has to be the highlight of the year along with the title, is that we won both the Willow Springs and Nelson Ledges 24-hour rounds, and we beat Ontario at Nelson. Last year, we couldn't even finish in the points in a 24-hour race. The biggest reason for the turnaround is the people involved, from the riders and helpers to Ken Hoogland, who does our bike prep and engine building. They all jelled into a solid team that was ready for anything. It's a shame that we have two competing series." •

Results

OVERALL: 1. Team Ontario (Hon); 2. Team Hammer (Suz); 3. North Ridge Racing (Yam); 4. Quester/Sullivan (Suz); 5. J.A.B. Racing (Kaw); 6. ZP Racing (Yam); 7. Steel City Racing (Hon); 8. Your-In-On-It Racing (Yam); 9. Heschimura Racing (Hon); 10. M/C Stuff (Hon); 11. Team St. Louis (Kaw); 12. Risque Racing (Kaw); 13. Jam Up Racing (Yam); 14. Team Casual (Yam); 15. North Country Racing (Hon); 16. M&M&M Racing (Yam); 17. Team Terepin (Yam); 18. Team Wanker (Hon); 19. Fast Company (Suz); 20. Team Snale (Kaw).

FINAL ENDURANCE SERIES POINT STANDINGS

OVERALL: 1. Team Hammer (806.40); 2. Quester/Sullivan (783.39); 3. Z-P Racing (726.97); 4. Speed Boys (719.40); 5. North Ridge Racing (712.57); 6. Team Redline (669.10); 7. Team St. Louis (635.05); 8. Rubber Down Racing (562.31); 9. Fast Company (500.36); 10. Cycle Speed Racing (484.21).

PROTOTYPE: 1. Team Hammer (801.92); 2. Team Wanker (499.51); 3. Team FBI (108.00); 4. Cycle Tech (75.00); 5. Grady Miller Endurance (67.98).

L/W SUPERBIKE: 1. Cycle Speed Racing (539.21); 2. Red Hot Racing (251.91); 3. Team Leonard (212.00); 4. Bi-Wheel Express (178.60); 5. Buzzard (127.75).

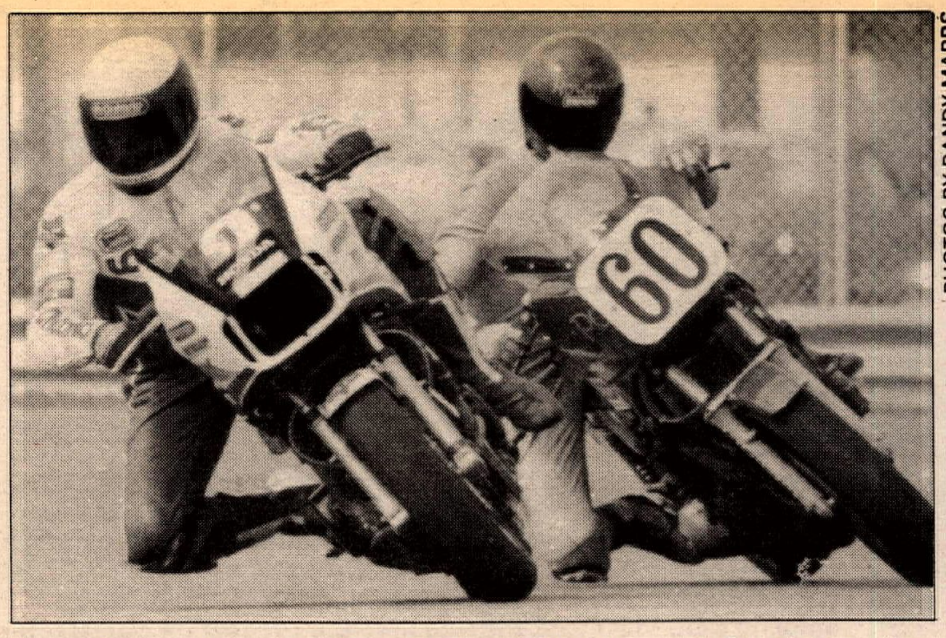
L/W PROD: 1. Generic Racing (482.15); 2. Team Maryland (420.00); 3. Rochester Road Racers (366.80); 4. Team Louisville (323.16); 5. Recycle Racing (252.21); 6. Raven Madness (204.74); 7. Star Wars (196.16); 8. Team Lush (190.25); 9. Your In On It (179.92); 10. I Don't Know (163.27).

H/W SUPERBIKE: 1. Quester/Sullivan (756.39); 2. North Ridge Racing (742.57); 3. Z-P Racing (682.32); 4. Steel City Road Racing (309.40); 5. Team Satyr (228.00); 6. Team Ontario (204.80); 7. Po Folks (202.27); 8. Team P.RRO (188.50); 9. Lyte Racing (157.60); 10. Heschimura Racing #1 (148.20).

H/W PROD: 1. Fast Company (562.66); 2. Back Road Bandits (314.60); 3. Bartel's Harley-Davidson (197.75); 4. Roswell Racing (173.85); 5. Team Tepid (163.80); 6. Team Cheat (135.91); 7. Ross Racing (120.20); 8. Last Minute Racing (114.62); 9. Twin K Yamaha (112.12); 10. J.A.B. Racing (97.00).

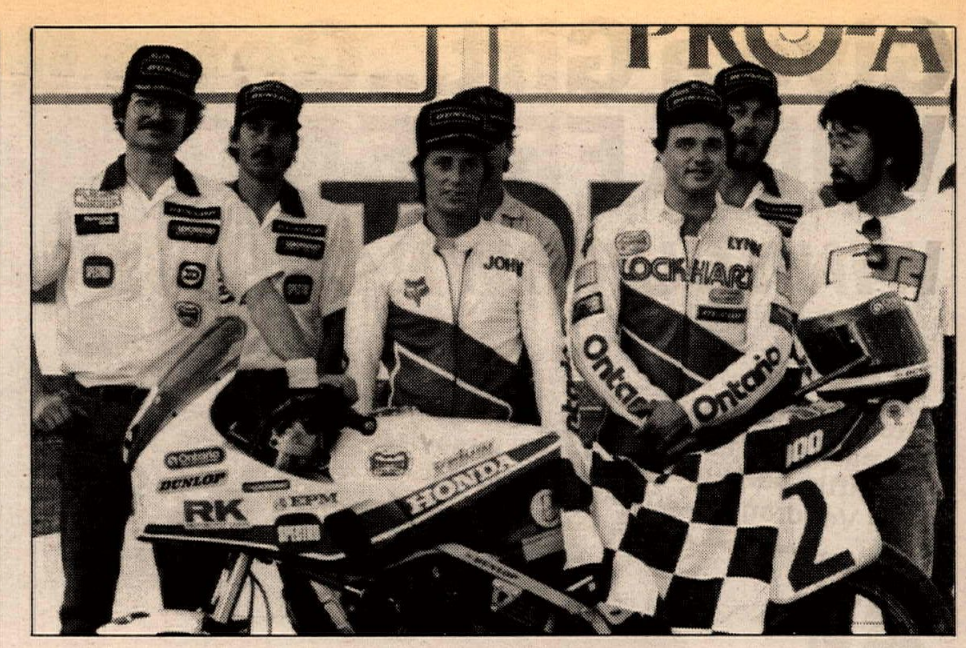
M/W SUPERBIKE: 1. Team St. Louis (684.05); 2. Team Acme (276.63); 3. Motorworx (238.72); 4. Racing Ottawa (214.00); 5. Santa Barbara Riders (201.75); 6. Heschimura Racing (162.50); 7. Team A.P.E. (164.00); 8. Team Sixteen (140.98); 9. J.L.S. Racing (99.13); 10. El Face Ba (89.52).

M/W PROD: 1. Speed Boys (720.55); 2. Team Redline (650.95); 3. Rubber Down Racing (536.61); 4. Team Hurst #1 (340.22); 5. Team Good Times (308.67); 6. Team America (281.69); 7. Honda of Gardena (214.25); 8. Team Roadrunner (193.80); 9. Team Works Performance (193.00); 10. Team White Whale (176.75).



PHOTOS BY RANDY MARRS

Team Ontario (2) and Po Folks Racing (60) get close during the opening lap. Ontario went on to win while Po Folks had an engine failure.



(Front row, left to right) Keith Perry, John Ashmead, Lynn Miller and Kaz Yoshima pose with other members of their championship-winning crew.

AMA/CCS Endurance Road Race Series: Final round

Daytona win, title to Team Ontario

By Gary Van Voorhis

DAYTONA BEACH, FL, NOV. 2

Team Ontario, with John Ashmead and Lynn Miller handling the riding, won the inaugural Daytona Six-Hour and the series championship along with it. At the end of 551.8 miles, covering 155 laps on the revamped 3.56-mile combined oval/road course at Daytona International Speedway, Team Ontario was four laps up on second-place finisher Team Lyte with Team Moto-Guzzi rounding out the top three.

Team Lyte, with Rich Jagoe, Paul Stokes and Rob Whelan riding, were in contention on their Kawasaki Ninja throughout and put pressure on the Ontario Honda 1000 in the final hours until overheating problems forced them to slow their pace. Team Moto-Guzzi finished seven laps off the winning pace and was one of the few teams to use four riders with Nick Phillips, Noel Portelli, Larry Shorts and Gregg Smrz all getting track time.

Heading into the eighth and final round of the series, three teams — Sailing Shoes, Moto Guzzi and Ontario — all had a shot at the title in the best-six-finishes-out-of-eight series, with scoring based on miles finished plus bonus points for finishes in the overall top 10. Ontario, 199 points behind series leader Sailing Shoes going into the race, took the title over Moto-Guzzi, 3184 to 3048 points. Sailing Shoes, with problems, finished 12th overall at Daytona and third in the final standings with 3003 points.

A field of 60 teams took the green flag at 11 a.m. Rough Stock Racing, with Dr. David Kieffer and Rueben McMurter sharing the duties, took control on lap two with McMurter quickly breaking free of the rest of the field on the Rough Stock Moriwaki Kawasaki 1025.

The main strategy of every team during the first hour was gambling with gas consumption. Team I Think I Can was the first to pit 40 minutes into the hour. Through the six hours the team kept a consistent pace on their Honda Ascot 500 and was rewarded with the Lightweight class win via their 17th-place finish, 20 laps down at 135 laps completed.

"It would be great to win," said Ontario's Keith Perry, "but our strategy is to finish. The way the point scoring works we're actually in the best position to win the title although we are third in the standings. Our worst finish was 80 miles and that's the race we'll drop, so once we finish 80 miles here then we begin to roll up points. Sailing Shoes and Moto-Guzzi have worse finishes around the 350-mile marks, so they won't begin to score until they've passed that distance. Basically, Sailing Shoes would have to finish 86 miles ahead of us to win the title." Ontario took on gas at the 45-minute mark.

By the end of hour one, Rough Stock had an over one-minute lead on the other five teams — Po Folks, Ontario, Lyte, Spirit and Moto Guzzi — who were all on the lead lap. The lead six pack had covered 22 laps.

A storm front moved in a few minutes into hour two, dropping a good bit of water on the back straight and chicane while only sprinkling the front straight and infield. Although the pace slowed considerably, many riders went down in slow motion crashes with few injuring more than their pride. Ontario took over the lead from Rough Stock for about 20 minutes before handing it back due to a quick, but unscheduled pit stop.

Once back in front, Rough Stock held command as the field settled in behind. Sailing Shoes, with early problems, was working back up through the field. Po Folks began to have problems with their Kawasaki during the second hour and lost over 10 laps as a result.

Rough Stock had problems with a rear tire change in hour three which cost them nearly four minutes. The cushion they had built up to that time—nine laps—didn't suffer much. At the end of hour three Rough Stock held an eight-lap gap on Ontario with Lyte one lap behind and Moto-Guzzi nine laps back at 73. Spirit, on a Yamaha FJ1100, held fifth at 72 laps.

Rough Stock's shot at the win went up in smoke — literally — halfway into hour four. McMurter had the engine blow at nearly top speed on the front straight.

Po Folks' ride came to an end at nearly the same time when the engine digested a valve and then a piston. They put in a spare engine and went back out, but only to get time on the new engine.

Ontario pulled off a one-minute tire change and was off and rolling with the lead in hand after the demise of Rough Stock.

"We're way ahead of where we thought we'd be," said Ontario's Miller. "It's a bit hard to hold back now, but that's what we're trying to do. Finishing is still the top priority, but I'd sure like to win if we can."

"I think we're far enough ahead of Sailing Shoes that we can win the Middleweight class title," said Smrz about Team Moto-Guzzi. "We need to beat them by about two laps. The way Ontario is running, we've stopped thinking about the overall title unless something happens to them."

Ontario lost the physical lead to Lyte heading into hour five when they made a special stop to change the front brake pads a lap after doing a gas/rider change. The Lyte Racing riders were eager to give Ontario a run for the money, but the bike began to overheat and they had to slow their pace. Sailing Shoes was also in the pits straightening bent handlebars and replacing the front brake lever after rider Eric Kimple went down in turn one. Chris Ross and team captain Eric Gifford split the riding chores from there on.

Back in the pack a duel was going on between Strick's Cycle and Bi-Wheel Racing over the Lightweight class title. "Our plan has been to lay back, run smart and not crash or break," said Strick's Cycle rider Bob Green. "We're really down on motor here." Green was teamed with Gene Strickland on a Honda Ascot 500.

The standings at the end of hour five saw Ontario with a two-lap lead, 126 to 124, over Lyte with Moto-Guzzi at 121 followed by Bruce Sass and Tom Marquardt on the Spirit entry. Team Coconuts, after a strong late race charge on their Honda 1000, was fifth with Doug Chancey, Joe McKay and Jim Pennington riding.

"I rode the start, so John (Ashmead) will ride to the finish," said Miller. "We're going to top up the tank with about 30 minutes to go and cruise, I hope, to the finish."

Smrz was riding the last leg for Moto-Guzzi while Gifford was up on the Lyte entry for the last miles.

The top three positions didn't change before the checkered flag at 5 p.m. Fourth place, which Spirit held at the beginning of hour six, became a fight to the finish with Team Coconuts when Spirit had to make a stop to fix a loose cap on the oil intake after not tightening it enough when they put oil in during the rider/gas stop. Coconuts took advantage of the stop, moved back onto the same lap, and was ahead at the finish to grab fourth and bump Spirit to fifth.

"It's been a long two years, a very long two years," said Kaz Yoshima of Ontario Moto Tech, Team Ontario's main sponsor. He was referring to Ontario's losing the 1983 WERA National Endurance Series to Team Hammer.

"I believe this title is more meaningful to us," said Miller, "because the chase was tight right to the end. There is a lot of strong competition."

In addition to Ontario Moto Tech, the team receives help from Lockhart, K.C. Racing, Moto-X Fox, ND, RK Chain, Dunlop and Spectro.

"I wish the bike hadn't overheated," said Lyte's Gifford. "We had horsepower on Ontario and I think we would have won the race with a bit of luck." Grand Prix Cycle of Toronto, Canada, is the team's main sponsor.

"I'm glad it's over, said Smrz. "I was beginning to feel some vibration from the engine at the end and I don't think the bike would have run too much longer. The race went really smooth and the new infield is really neat to ride." The Team Moto-Guzzi 850 was built and mainly financed by Dr. John Wittner, with help from George Garbutt of Moto-Guzzi of North America. ●

Results

OVERALL: 1. Team Ontario (Hon); 2. Lyte Racing (Kaw); 3. Team Moto-Guzzi (M-G); 4. Team Coconuts (Hon); 5. Team Spirit (Yam); 6. Team Twin K Yamaha (Yam); 7. Team Back Road Bandits (Suz); 8. Team Tri-City (Kaw); 9. Action Racing (Yam); 10. Team KS Racing (Hon); 11. Team Cycle Accessories (Yam); 12. Team Sailing Shoes (Kaw); 13. Team ACS (Hon); 14. Team Warren (Suz); 15. Team Ground Rush (Kaw); 16. Motor Worx (Kaw); 17. I Think I Can (Hon); 18. House of Wheels (Yam); 19. Team PCS Racing (Hon); 20. Team Bi-Wheel Racing #1 (Suz).

FINAL AMA/CCS ENDURANCE ROAD RACE SERIES POINT STANDINGS: 1. Team Ontario (3184); Team Moto-Guzzi (3048); 3. Sailing Shoes (3003); 4. Back Road Bandits (2690); 5. Tri-City Racing (2662); 6. Stick's Racing (2630); 7. Bi-Wheel Racing (2620); 8. Twin K Yamaha (2188); 9. Cycle Accessories (1822); 10. Carr Racing (1812).

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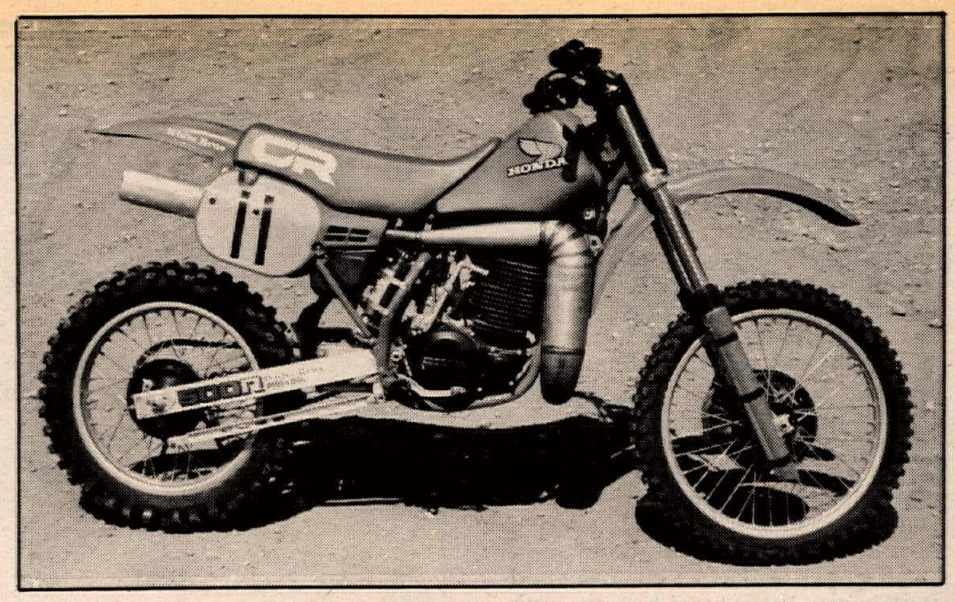
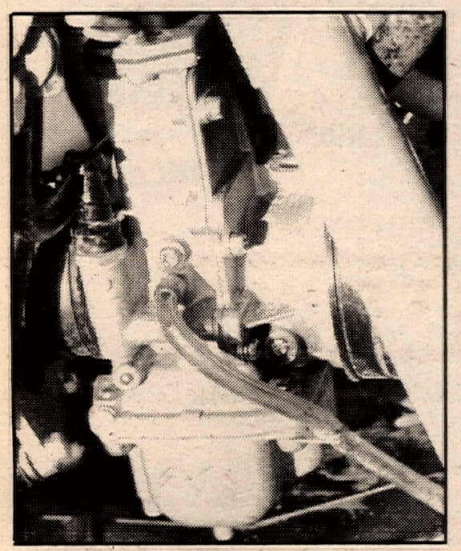
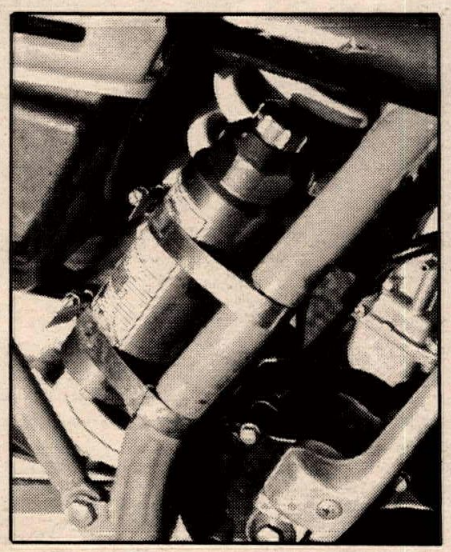
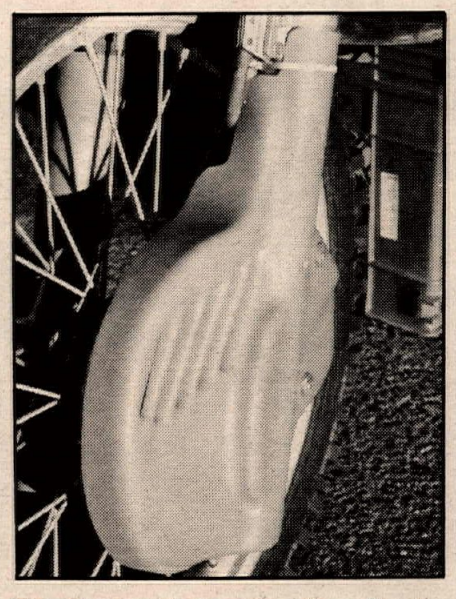


The FMF pipe gave the CR more power on top but robbed low end. A Pro-level rider would benefit the most with this pipe.

(Below left) FMF supplied us with a 38mm flat-slide Mikuni carb, while White Bros. (below right) set us up with a White Power shock.







The front disc and caliper brake guard from White Bros. is very sturdy and sano.

The aluminum oval Equalizer silencer from Answer Products is worth its $56.95 asking price.

'84 CR500 Honda hop-up

Defense against the time bandit

By Kit Palmer

The big-bore class is the smartest class in motocross to compete in — it costs less to maintain an Open-classer, and it is not uncommon for the average racer to squeeze out two or more racing years on a big-bore and still be competitive on it. Nineteen eighty-four was the year of the CR500 Honda in the Open class; however, Honda has released a water-cooled CR500 for '85. Does this mean the once-mighty air-cooled CR will be a pushover against its younger brother? With a small amount of work and spending a good chunk of cash, we think not.

Right out of the crate, the '84 CR500 needs some work, mostly jetting. They come jetted far too rich on top and down low — it seems like a simple problem to solve, but it isn't. We dropped the pilot jet by one size and that made a world of difference down low, but just dropping the main jet a few sizes doesn't cure the problem on top. If jetted down enough on the main jet to get rid of the blurb, it starts to ping terribly at higher rpm. Even though big-bore bikes are intended to be ridden down lower in the powerband, they need to rev — and the pinging is still a real problem. The best we could do with the stock carb was drop the main jet two sizes and learn to live with it running slightly rich on top.

Then we were told that Silkolene Pro Comp II synthetic oil (with an octane additive built in) would "cure" the pinging problems. We tried it, but it certainly didn't "cure" the problem. However, pinging was reduced slightly.

We contacted the folks at FMF to see if we could pump out a few more horsepower from the CR's powerplant and eliminate the pinging problem. They said their carburetor and pipe kit would do the trick. We were set up with a pre-jetted 38mm Mikuni flat-slide carb and a new exhaust pipe. When we first tried installing the pipe, it didn't fit. After some pipe modifications with a hammer, we mounted the pipe and carb and headed out to the track.

The kit definitely gave the CR more power on top, but low end grunt was sacrificed; that's too bad, because the Honda doesn't have that much low end in the first place. Unfortunately, the engine still pinged, but not as bad. With the kit, the CR likes to be revved-out and must be ridden at high rpm all the time — a pro-level rider would benefit the most.

To make the power a little bit more likeable, we reinstalled the stock pipe and left the flat-slide Mikuni on. After re-jetting, we were very pleased with the results: the low end came back, and the bike ran very crisp and clean throughout the powerband; using a #45 pilot jet and a #390 main jet. Not only did the Mikuni make the CR run better, it also made it start a little easier. When cold, the CR would usually fire by the fifth kick; when warm, the second or third kick.

After all else had failed to eliminate the pinging, we gave the CR to Harry Klemm of Klemm Research — he's widely known as a man who can cure CR pinging problems. After some cylinder head work, our CR ran excellently — the pinging was finally gone. The last thing we did to the engine was install a set of Boyesen reeds. What we ended up with was a very clean-running CR500 that had quick, crisp throttle response. Low end became one of the motor's strong points, because of the excellent throttle response, and it ran cleanly throughout the powerband. When the stock silencer started showing signs of blowing out, we replaced it with Answer Product's Equalizer oval aluminum silencer. Although power output wasn't affected, it did make the Honda sound very works-ish.

After all the engine modifications, we had the chance to pit our '84 air-cooler against an '85 water-cooled CR500 Honda through many roll-on drag races — the results were interesting.

Both bikes had fairly worn out stock Dunlop tires, and the ground surface was hard-packed and dry. The first run we made was a second gear roll-on, and the '84 CR easily pulled away from the '85 CR. Then we tried a couple of third gear roll-ons and the results were the same. What we found out was, when the throttle was wicked open on both bikes at the same time, the '84 Honda would hook up much better down low and pull hard and smoothly through the gears, while the water-cooler would come on the pipe very abruptly and the rear tire would waste its time spinning. With this in mind, we did a few more second- and third-gear roll-ons; but this time, the throttle was wicked open on the '84 and twisted slowly on the '85 — the '85 won easily. It grabbed traction and started to pull away by a few bikelengths.

After a few more drags, and a few laps on the track, we felt our air-cooler was much easier to ride than the water-cooler on hard-packed dry surfaces, but when there is plenty of traction, the '84 has a hard time keeping up with the '85.

Box stock, the '84 CR500 suspension is, at best, okay. So, we let White Bros. perform their suspension magic. In the rear, they installed a White Power shock with a remote reservoir that has seven compression and 11 rebound external settings. Then it was set up internally according to the rider's weight and riding classification.

If at first the rider isn't satisfied with the White Power shock, White Bros. will dial in the shock again free of charge up to 60 days, even if the spring has to be replaced a couple of times.

Up front, White Bros. mounted an ATK fork kit, which, like the rear shock, was set up according to the rider's weight and riding ability. They also installed TMV fork swipers. We ended up with a superbly-suspended big-bore Honda. The improvement both front and rear was dramatic, and it now easily outhandles a stock '85 CR500 over the bumps and in the turns.

The only suspension problem we encountered was that the rear shock started to sag a bit after a few hours on the bike; however, it didn't seem to affect performance. The front end twitched a little bit when braking after a long, fast straight, but it was much better than stock in that situation. Neither the front or back end bottomed hard over large jumps.

White Bros. also supplied us with a front disc brake and caliper guard. The guard is made out of very thick plastic, and we do know of two situations where the guard saved the disc from damage without losing its shape or falling off.

In a crash, we managed to bend the stock handlebars (which isn't very hard to do), and we replaced them with Answer Products Mark Barnett-bend handlebars. After cutting down each side of the bars by one inch, they felt very similar to the stock bend.

The only real problem with the '84 CR that we didn't get fixed was the kickstarter. It is too short, doesn't travel enough to properly turn-over the engine, and the footpeg jams into the rider's upper foot. An '85 CR500 kickstarter might be the hot setup; it is slightly longer.

We feel that if you plan on holding on to your '84 CR500 for another year, these modifications will keep your air-cooled Honda very competitive for at least one more season of racing. It'll take a healthy sum of money for a new shock, fork kit, carb, head work and possibly a new pipe, but it sure is a heck of a lot less than spending about $2500 for a new machine. •

What it costs

White Bros.:
- White Power shock $395.00
- ATK fork kit $49.95
- Disc guard $26.95
- TMV fork swipers $11.95

Klemm Research:
- Head modifications $75.00

Answer Products:
- Equalizer aluminum oval silencer $56.95
- Mark Barnett-bend chrome-moly handlebars $27.95

Boyesen Engineering:
- Boyesen reeds $29.95

FMF Products:
- Exhaust pipe $139.95
- 38mm flat slide Mikuni carburetor $129.50
- Pipe/carb kit $259.00

Where to get it

White Bros.:
11750 Seaboard Circle, Stanton, CA 90680, 714/895-1991

Klemm Research:
2761 E. Regal Park, Anaheim, CA 92806, 714/630-9420

Answer Products, Inc.:
27967 Beale Court, Valencia, CA 91355, 805/257-4411

Boyesen Engineering:
R.D. #1, Box 826, Lenhertsville, PA 19534, 215/756-6818

FMF Products:
1430 259th Street, Harbor City, CA 90710, 213/530-3701

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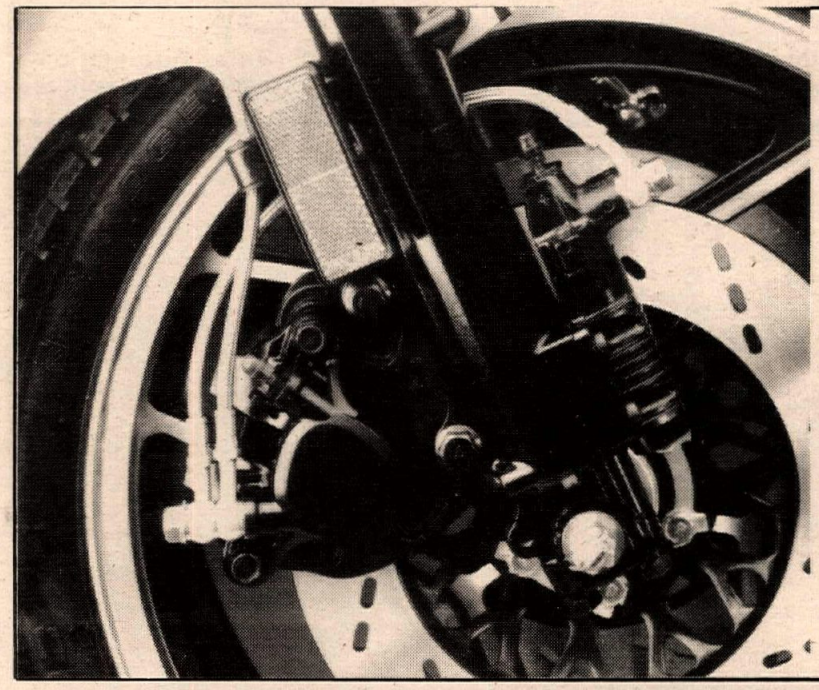

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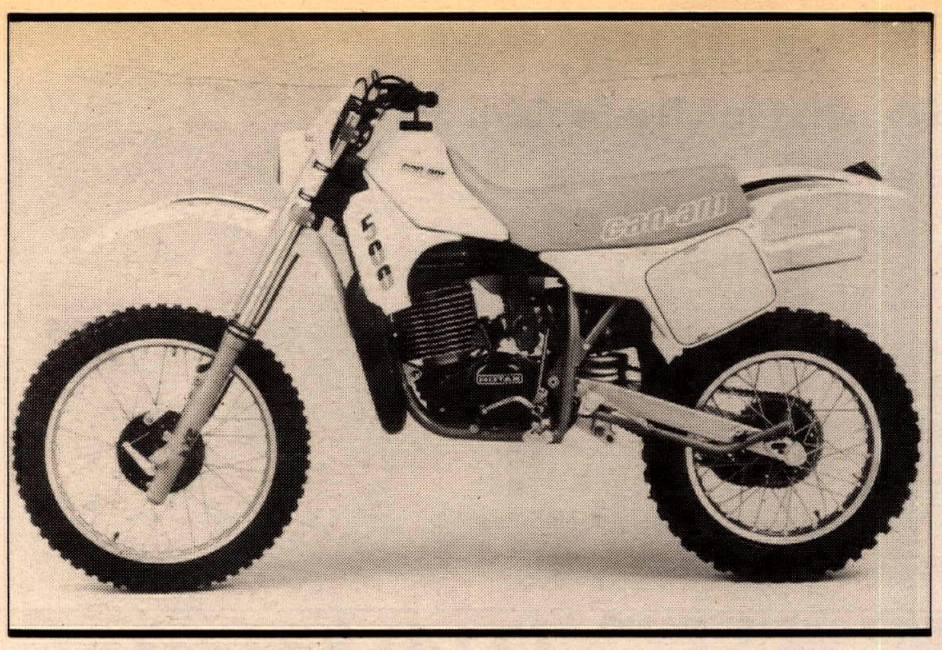
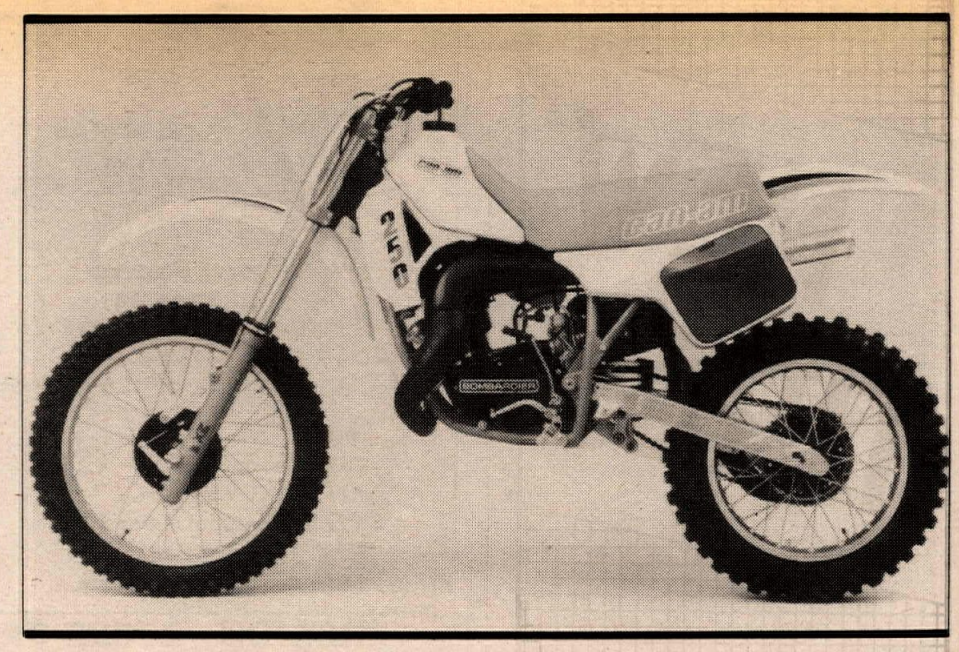
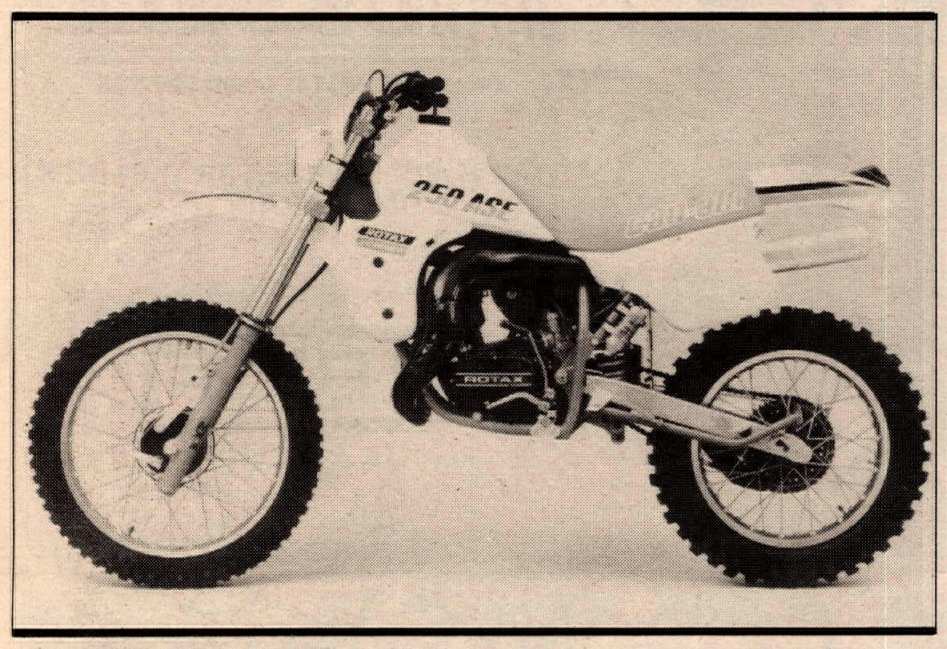


The air-cooled 500 ASE is the flagship of the enduro line and has a 482cc engine, double leading shoe front brake, three-gallon tank and air scoop.

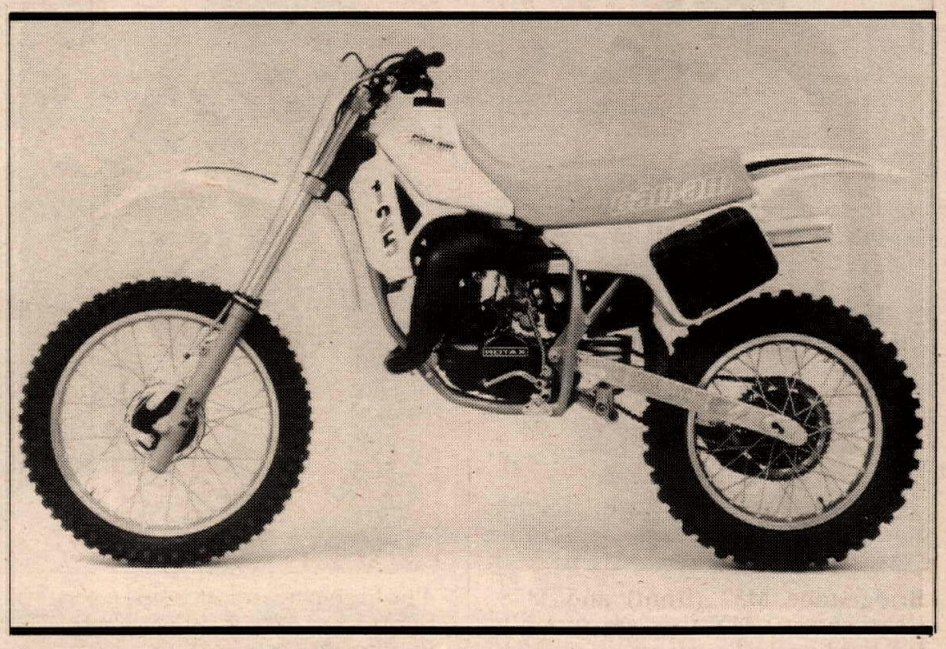


A variable exhaust valve system makes its debut on the 250 MX L/C. The 218-pound bike also gets a dual leading shoe front brake and new styling.

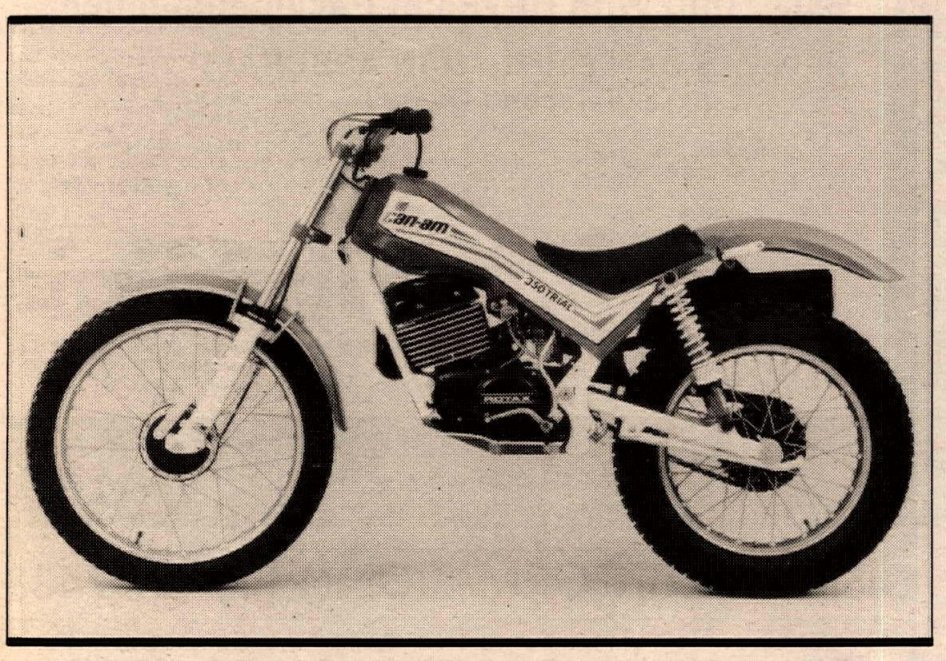
The 250 ASE L/C has a 248cc liquid-cooled engine, 34mm carburetor, full lighting, a digital odometer, aluminum silencer and Metzeler tires.



The RAVE (Rotax Automatic Variable Exhaust) set-up is also fitted to the 125 MX L/C as well as a split radiator system and a Marzocchi 40mm fork.



The 350 Trial features a Rotax engine, five-speed transmission, Michelin tires and 35mm Marzocchi fork. The bike weighs in at 200 pounds dry.



What you'll ride in '85: Can-Am

For 1985, Can-Am's line has been expanded to include 10 models, their largest lineup ever. There are four enduro (ASE), four motocross (MX) and two trials models offered to the off-road community, all of which are built in England by Armstrong. New members in the family are the 250 ASE L/C and the 500 ASE enduro mounts.

All models in the line are now equipped with the Austrian Rotax engine (the trials models used Hiro engines in 1984). Single-shock suspension is used on all models except the trials machines, and has been updated. Now dubbed the Quad Link II, the system incorporates valving changes in the single White Power shock designed to make the suspension more compliant over smaller bumps. Travel is the same on all single-shock models, set at 12.6 inches.

A variable exhaust valve system has been installed in the 125 and 250cc MX models. The RAVE (Rotax Automatic Variable Exhaust) changes the exhaust port timing via a pressure-operated guillotine which varies in relation to engine speed.

The 125 MX L/C (liquid cooled) weighs 204 pounds dry, and like the rest of the MX line gets a redesigned fuel tank and longer blue safety seat. New graphics and side panels, a redesigned air filter, stronger footrests, an aluminum kickstarter and a swingarm-mounted kickstand are among the other changes. All MX and ASE models have the 40mm Marzocchi fork with Piffero damping. Travel is 11.8 inches.

The 250 MX L/C gets a Grimeca double leading shoe front brake, twin radiators and Metzeler tires. The 248cc motor is paired up with a five-speed transmission. The package weighs 218 pounds.

The air-cooled 500 MX, 482cc, has air scoops to direct air over the cylinder head, a double leading shoe brake and a 5.10 x 18 Metzeler tire in the rear. Dry weight is 242 pounds.

Can-Am's only four-stroke, the 560 Sonic, is back with a redesigned 562cc engine, ND ignition, a 38mm Mikuni carburetor and new exhaust system. It also gets the dual leading shoe brake, and the bike weighs 251 pounds.

The enduro line starts off with the 200 ASE, which gets a displacement bump up to a full 199cc from the 173cc motor used in the '84 175 ASE. While air-cooled, air scoops are used that resemble radiator side panels. The 223-pound machine also gets a larger three gallon fuel tank and the new plastic pieces.

There are a pair of 250s in the enduro line; the 250 ASE is the air-cooled model and the 250 ASE L/C gets the full liquid-cooled treatment. Both have an aluminum swingarm. The L/C weighs in five pounds lighter than the air-cooled model; dry weight on the L/C is 222, versus 227 for the air-cooler.

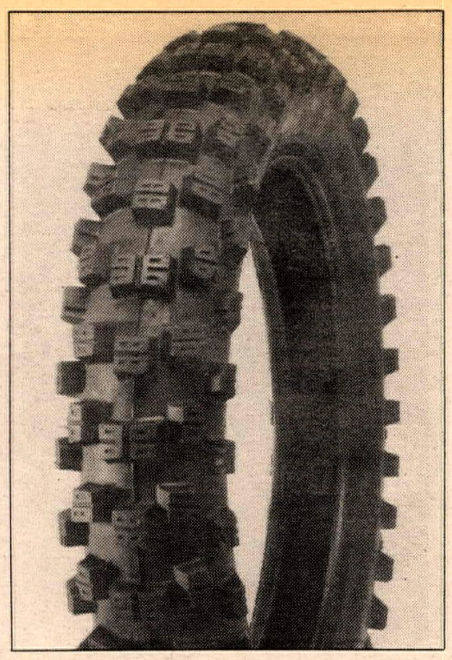
The 500 ASE makes its debut sporting a 482cc air-cooled engine, five-speed transmission, 40mm Mikuni carburetor and a double leading shoe front brake. The machine weighs 246 pounds dry.

For the observed trials rider, there are two mounts to choose from, the 240 and the 350 Trial. Both have the 35mm Marzocchi fork, Akront rims, Michelin tires and dual shock rear suspension. The 240 has a displacement of 234cc, a six-speed transmission and weighs 196 pounds dry. The 350 model has a 349cc motor with a five-speed, an Amal carburetor and a dry weight of 200 pounds. •

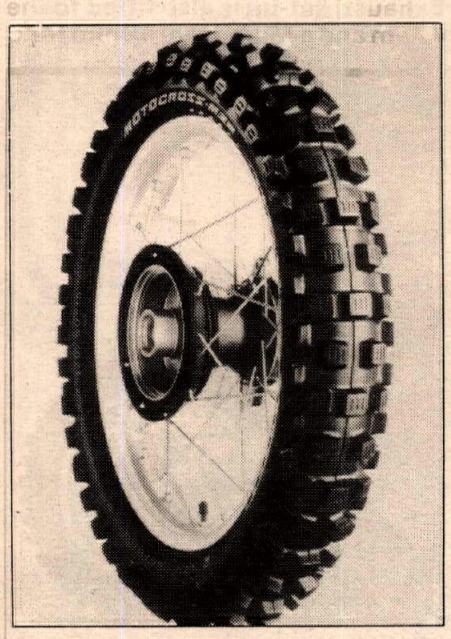
NEW TIRES

From Dunlop comes the K140ST knobby, which is specially designed for use under soft course conditions. Its features include a thermoplastic compound for quick warm-up and a scooping lug that hooks up in soft, loamy conditions for added traction and acceleration. Available in 130/80-18 and 140/80-18 sizes, the tire replaces the Dunlop K690A in 18-inch sizes.

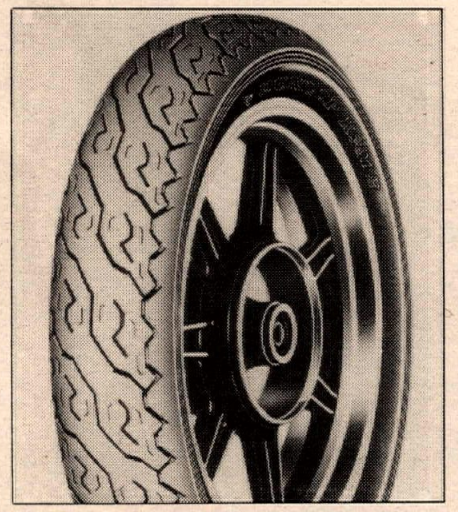
Bridgestone's V-rated Spitfire Sport 01 (Front) and Sport 02 (rear, shown) deliver high performance for the sports-oriented rider. They have a center groove and a large block pattern, and are designed for better control on wet surfaces. The Sport 01 comes in five sizes, the 02 in six sizes.



Pirelli's MT-35 Hardcross knobby tire is designed for maximum traction on adobe tracks or other hard surfaces. The center knobs alternate in large and small sizes, with two additional rows of knobs located to either side. In 3.00-21, 4.25-18 and 5.00-18 sizes at your J T Racing dealer.

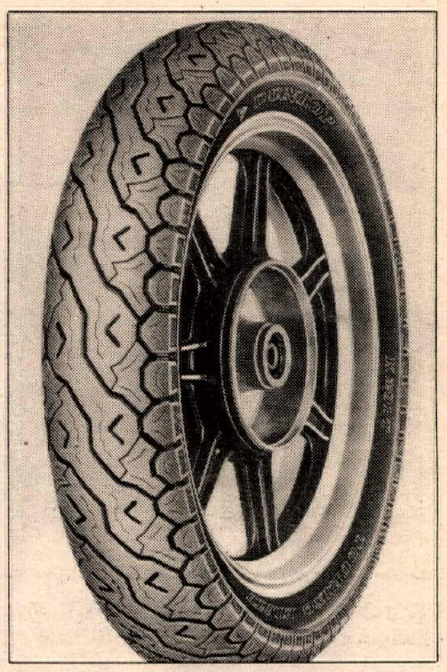


Bridgestone M37 (front) and M38 (rear, shown) MX tires are suitable for hard-packed surfaces as well as loose dirt, soft sand and mud. Equipped with a rim guard to prevent dirt and other debris from getting trapped between the tire and rim, they also offer a sectional block pattern for an increased contact area. Available at your Bridgestone dealer in 90/90-21 and 100/90-21 sizes for the front and 120/80-18, 120/90-18, 130/80-18 and 140/80-18 sizes for the rear.

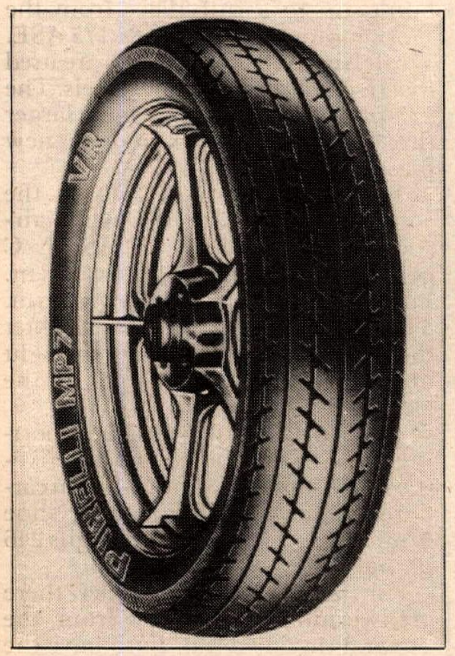


The high performance V-rated K391S Sport Elite from Dunlop now comes in models specifically designed for some of the latest road burners. The 150/80V-16 (rear) and 120/90V-16 (front) combination is designed for the Yamaha FJ1100, while the match of the 140/80V-17 (rear) and 120/90V-16 (front) fits the Honda VF1000F Interceptor. The 120/90V-16 also fits the Kawasaki Ninja. All Sport Elite models are available in both standard and racing compounds.

Bridgestone's latest MX tires are the M39 (front) and M40 (rear). They're designed for maximum traction on loose dirt or sand as well as mud. The individual block sizes have been reduced, which makes room for more blocks and more biting edges. The M39 comes in 80/90-17 and 90/90-21 sizes, while the M40 comes in 110/90-14, 120/90-18 and 130/90-18 sizes. See your Bridgestone dealer for more information.



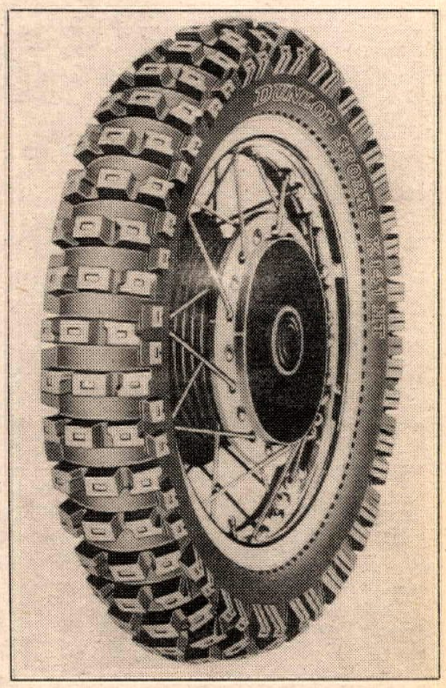
Dunlop's K291T Touring Elite tire line has been expanded to include the MV85S-15 (rear, shown) and MT90S-16 (front), raised white letter tires designed for the 1984 and 1985 Honda Gold Wings. For more info see your Dunlop Tire & Rubber dealer.



The Pirelli MP7 street tire is the first radial motorcycle tire offered for sale in the U.S. The tire is claimed to give less rolling resistance and tread deformation as well as longer life. See your Cosmopolitan Motors dealer for more info.

The Pirelli MT-32 Sandcross knobby tire from JT Racing is designed for sandy courses as well as stadium MX, loam and mud. It features large central knobs flanked by two smaller knobs as well as side knobs. Available in 3.00-21, 4.25-18 and 5.00-18 sizes.

Spitfire 21 (front) and 22 (rear, shown) tires from Bridgestone are road tires with a large block pattern for greater contact area and the crown radius offers a tread surface for additional stability as the bike leans into corners. Diagonal grooves are molded in for better water drainage. Both H-rated, the 21 comes in seven sizes and the 22 in eight different sizes.



Dunlop's K141HT knobby is geared for hard track conditions and features a "winged" knob design for a better biting edge in the contact patch without clogging problems. Available in 120/80-18, 130/80-18 and 140/80-18 sizes at your Dunlop dealer.

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THE COMPETITION FACED TWO INSURMOUNTABLE OBJECTS IN THE BAJA 1000: THE BAJA AND A BMW.

In Class 30 of this year's Baja 1000, one out of three motorcycles never made it across the finish line. And of those that did, a BMW made it across first.

The more you know about motorcycle racing, the less surprising either fact should be.

On one hand, simply to survive the Baja a motorcycle must hold up to over 700 miles of punishing terrain in what veterans call "the toughest off-road race in the world" (Dirt Wheels).

Through freezing mountain passes, choking deserts, and entangling pine forests. Over silt beds, mudholes, and rocky streams. Running not only by day, but by night.

On the other hand, the BMW that actually won Class 30 was powered by the same horizontally-opposed twin engine that has swept to thousands of world records and international trophies during the past six decades.

It outran smaller-bore bikes on the flatlands. Its exceptional lightness and low center of gravity helped it outmaneuver them on the twisties. And its ingeniously simple design helped it keep on outrunning and outmaneuvering.

In short, what few machines the Baja didn't wear down, BMW did. **THE LEGENDARY MOTORCYCLES OF GERMANY.**

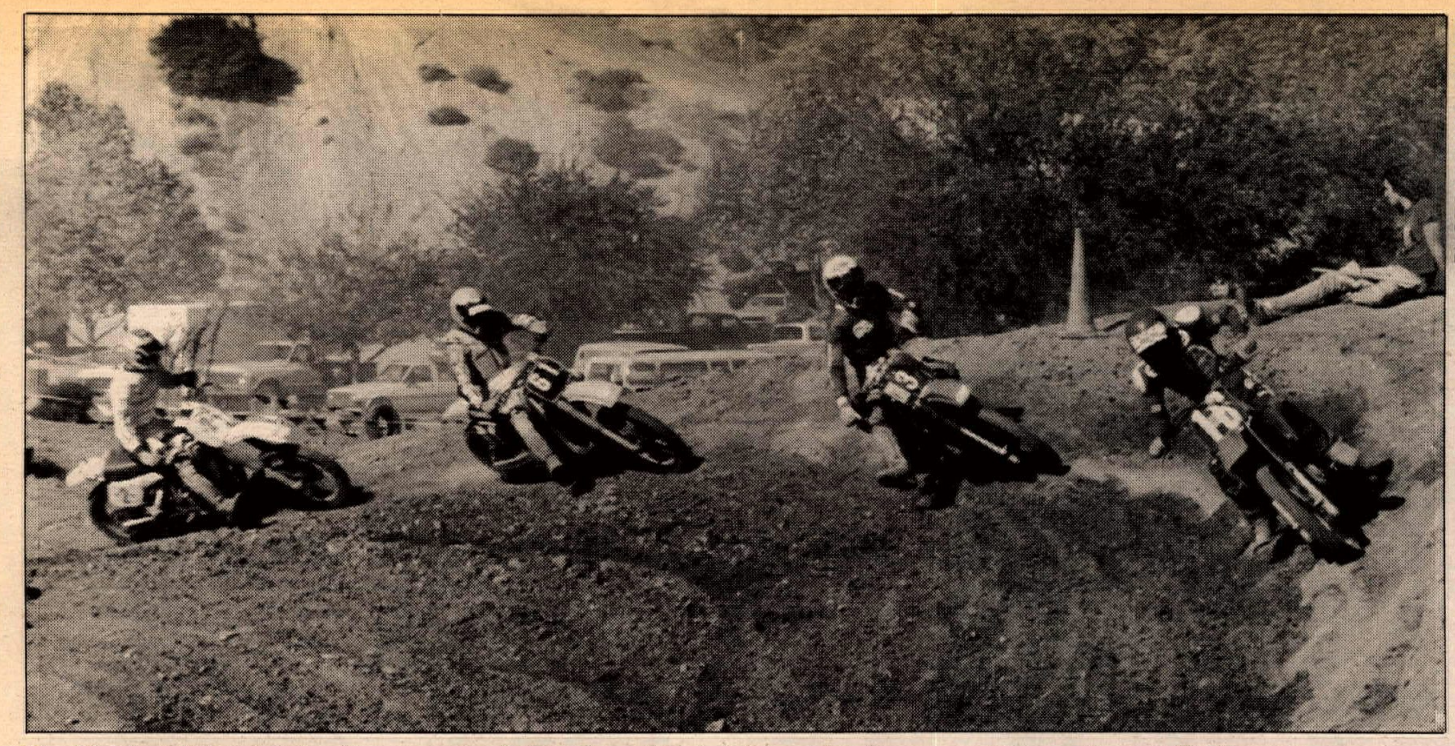

PHOTO BY MIKE GILLIES

David Church leads Ron Lawson, Andy Barth and Cory Timms in the Intermediate class at DeAnza.

Racing cut short at DeAnza MX

By Mike Gillies

SUNNYMEAD, CA, NOV. 4

DeAnza Cycle Park should have stayed in bed today — a relatively small turnout of riders and the day cut short by three motos were the culprits.

The shortened day happened because DeAnza's race promotor, Ed Michetti, crashed in the Vet Senior class severly breaking his leg and shattering his heel when the throttle stuck on his RM500 Suzuki while heading into the first turn. Seconds before crashing, Michetti clipped Yamaha rider Paul Wilde causing him to crash, also. While the second moto waited on the line for a restart, Michetti was transported by ambulance to a nearby hospital. This left the park without an ambulance. After a two hour wait, a new ambulance showed up expecting to pick-up and take Michetti to the hospital — obviously, a mix up. The ambulance attendants said they couldn't stay, and DeAnza was again left without an ambulance. Another rider's meeting was held, and the riders who hadn't raced their second moto yet decided to pack it up and go home; using their first-moto score for their overall.

Today's largest class was the 125cc Novice race, which featured seven riders, and, not coincidentally, the best racing. DRS-sponsored John Braacsl, riding an '85 CR125 Honda, crossed the checkered flag first each outing.

Race Tech's Dennis Burns (Kaw) holeshot moto one with Braacsl, Kawasaki-mounted Peter Starman and FMF's Johnny Bonacci (Hon) in tow. Braacsl blasted by Burns before the first lap was completed, and Bonacci did the same to Starman. On lap three, Burns and Bonacci tangled and Burns went down; leaving Bonacci a strong second over Starman.

Bonacci, an ex-Intermediate in his first race back from a broken wrist, started to fade towards the end, and Starman was there to take advantage by passing Bonacci and holding off retaliating charges through the checkers. Braacsl rode a fade-free moto and passed every 250cc except Johnny Socco (Hon). Mike Carr (Hon) was fourth followed by Chris Salsbury (Hon), Mike Milne (Yam), and Burns.

Bonacci lead the pack through the first turn in round two followed by Braacsl, Starman, Carr, and Burns. Braacsl quickly passed Bonacci and disappeared. Carr held fourth through the fourth lap when he pulled off for unknown reasons, turning it over to Burns. Braacsl was first, clinching the overall with a convincing 1-1, Bonacci second, and Starman third.

Pomona Valley Kawasaki's Tommy Combs roosted an '85 liquid-cooled KX500 to runaway wins in both Open Pro motos. Alan Skiles (Hon) landed second with a 3-2, while Eddie Michetti rode to third overall.

Results

PEE WEE: 1. Chris Williams (Yam); 2. Nathan Fowler (Yam).
DIV II: 1. Mark Nelson (Suz).
DIV III: 1. Sandy Merrifield (Hon).
JR CYC: 1. E.J. Wright (Kaw).
MINI BEG: 1. Guy Deckert (Kaw); 2. Cody Shipley (Suz); 3. Jeremy Albrecht (Kaw).
MINI NOV: 1. Adam Fitzgerald (Yam); 2. Joel Albrecht (Kaw).
MINI INT: 1. Mike Brooks (Yam); 2. Wesley Klein (Kaw); 3. Dustin Evans (Kaw).
125 BEG: 1. Dan Daltola (Hon); 2. Cam Brock (Yam); 3. Jimmy Livermore (Yam).
125 NOV: 1. John Braascl Jr. (Hon); 2. Johnny Bonacci (Hon); 3. Peter Starman (Kaw).
125 INT: 1. Ron Lawson (Hon); 2. David Church (Hon); 3. Eric Clemson (Yam).
125 PRO: 1. Todd Campbell (Kaw).
250 BEG: 1. John Singletary (Yam); 2. Scott Burian (Kaw); 3. Steve Roesler (Suz).
250 NOV: 1. Johnny Socco (Hon); 2. Jim Brown (Yam); 3. Michael Sipe (Hon).
250 INT: 1. Andy Barth (Yam).
250 PRO: 1. Tom Thomson (Yam); 2. Ronnie King (Yam); 3. Reynard Rice (Hon).
OPEN BEG: 1. Greg Mendenhall (Kaw).
OPEN INT: 1. Roy Burton (Hon); 2. Cory Timms (Hus); 3. Roger Guard (Hon).
OPEN PRO: 1. Tommy Combs (Kaw); 2. Alan Skiles (Hon); 3. Eddie Michetti (Suz).
JR VETS: 1. Kitty Mayfield (Suz).
INT VETS: 1. Mike Brooks (Suz); 2. John Francis (Cag).
SR VETS: 1. Larry Lowen (Suz); 2. Paul Wilde (Yam); 3. Ed Michetti (Suz).
MASTER VETS: 1. Roy Burton (Suz).

Carr creates havoc for AFM RR regulars

By Lori Tyson

ROSAMOND, CA, NOV. 11

Camel Pro Series Junior Champion Chris Carr tried his hand at tarmac racing at the American Federation of Motorcyclists' last race of the 1984 season, piloting a Dave Garroutte TZ250 in the Formula 2 and Formula 3 matches.

After a 21st-place gridding in F2, Carr sliced his way through the field, passing up to four riders with each swoop — in true dirt track fashion. He moved up to third by the sixth lap, as Dave Emde (in his first ride since an injury at the Sears Point National) led the race by a mile. The 750 Kawasaki of Don Biava held second, but Carr was closing in with each lap. "I didn't know what place I was in," said Carr later, "I thought I was fifth or sixth, or I would have tried harder." Carr finished number three, with respectable 1:35 lap times.

Carr tried maybe a bit too hard in the F3 race. As AMA 250cc GP champ Donnie Green led the field by hours, Carr fought Dennis Hunter for second. But in the fifth lap Carr highsided in uphill turn three, receiving a possible broken right arm. Hunter went on to take second.

Walt Nitto and Marty Vogel diced for the 600cc Superstreet honors in an ultra-close match. Nitto led off the line, but was chased by Vogel and Ed Ragle for the first two laps. By lap three, Nitto and Vogel were side-by-side on the front straight. Vogel outbraked Nitto to take the lead into the first turn. By the next lap, Nitto had regained the premier position. Vogel, seemingly content to stay in Nitto's draft, tested and pressured him constantly. It was a drag race to the flag, with Vogel coming out two feet short. Ragle rode a hard race, but had to settle for third.

Champion Motorcycles' Lee Fleming again dazzled the competiton in the 750cc Superstreet and 750cc Superstreet Money race. The Superstreet points race was a two-wave start, with the Open-class machines leaving first. That didn't stop Fleming, who quickly picked-off riders to take the overall win over Open-class riders Denny Doherty and Jon Miller.

In the Money race, Fleming took an easy victory over the battling duo of Scott Gray and (550 Kawasaki mounted) Marty Vogel. After a tough debate, Gray was second at the line.

The 750cc/Open Box Stock race was a controversial one. After a really close race, Kirk Schreffler was the leader at the flag. But after a flurry of protests over seemingly unimportant things (like no passenger pegs), six riders were disqualified, leaving Mark Smith the overall (and 750cc) winner. Kevin Dolan took the Open-class.

Results

600 SS: 1. Walt Nitto (Kaw); 2. Marty Vogel (Kaw); 3. Ed Ragle (Yam).
750 SS: 1. Lee Fleming (Hon); 2. Bernd Koegler (Hon); 3. Don Biava (Kaw).
OPEN SS: 1. Denny Doherty (Kaw); 2. Jon Miller (Kaw); 3. Ken Green (Suz).
SIDECARS: 1. Ramirez/Breede (Suz); 2. Sloan/-Hardwick (Kaw); 3. Wilson/Taylor (Kaw).
750 TWINS: 1. Stephen Wickland (Hon).
OPEN TWINS: 1. William Sandford (M/G); 2. Mike Glisson (Duc).
SINGLES: 1. Mark Shelton (Hon); 2. Jeff Murray (Yam); 3. Loyal Ream (Hon).
750 SS MONEY RACE: 1. Lee Fleming (Hon); 2. Scott Gray (Suz); 3. Marty Vogel (Kaw).
600 STK PROD: 1. Eddy Kawaguchi (Yam); 2. James Huffman (Yam); 3. Brian Benevedes (Kaw).
450 STK PROD: 1. Willy Sarzi (Yam).
750 STK PROD: 1. Mark Smith (Suz); 2. Michael Carrell (Kaw); 3. Matthew Ericson (Hon).
OPEN STK PROD: 1. Kevin Dolan (Kaw); 2. Michael Hunter (Hon).
F4: 1. Rye Hefley (Hon).
F4A: 1. Mark Greenberg (Yam).
OVER 40: 1. Randy Redmond (Hon); 2. Loyal Ream (Hon); 3. James Huffman (Yam).
450 MOD PROD: 1. Alexander White (Yam); 2. Blaine Ida (Yam); 3. Willy Sarzi (Yam).
600 MOD PROD: 1. Walt Nitto (Kaw); 2. Brian Benevedes (Kaw); 2. James Huffman (Yam).
F2: 1. Dave Emde (Yam); 2. Don Biava (Kaw); 3. Chris Carr (Yam).
750 MOD PROD: 1. Lee Fleming (Hon); 2. Kirk Schreffler (Hon); 3. Mark Smith (Suz).
OPEN MOD PROD: 1. Kevin Dolan (Kaw); 2. Michael Hunter (Hon); 3. Eric Van Marter (Kaw).
F1: 1. Scott Gray (Suz); 2. Ken Greene (Suz); 3. Jeff Stein (Suz).
F3: 1. Don Green (Yam); 2. Dennis Hunter (Yam); 3. Jon Slobom (Yam).

Orr nabs Hillside Grand Finale

By M. Orr

BOYD, TX, OCT. 28

In closing out the regularly-scheduled season for District 41, the riders at Mike Kidd's Hillside Raceway took the points battle down to the wire.

In the 250cc Junior short track heat, Bates Cycle-sponsored Willie McCoy fought to hold off Alan Powers from the green light to the checkered flag to win by half a bikelength, as Don Folbre and Jamie Harris diced for third place. In the main event, Powers Family/Stovall Cycle-sponsored Powers grabbed the holeshot ahead of James McQuaid and Harris, with McCoy coming out of turn two in fourth place. McCoy went to the outside down the back chute to pass Harris and McQuaid, then again took the outside line on the back straight on lap two to pass Powers and take over the lead. Folbre finished in third ahead of Harris.

The Grand Finale for the day and the year got off the line as a 125cc through Open class 25-lap TT race. The 125cc machines lined up on the starting row as the 250s were positioned in turn four and Open-class bikes at the end of turn three. The big bike riders were at a disadvantage on the very tight infield, but were able to power into competition on the short track portion of the course. "Retired" racer Mike Kidd, on a 125cc Kawasaki, held the lead, with 250cc riders Bubba Bentley (Hon) and Bobby Shaw (Suz) quickly moving up to start the challenge; Gary Kidd on a 500 Honda and Brad Taylor riding a 600 Honda also joined the fray. Gary Kidd got by Shaw, only to slide off the right-hand turn and get stuck in the mud to end his challenge on the leaders. Bentley held on to second place until near the midway mark, when Taylor closed in and started to push Kidd for the lead. Taylor passed Kidd over the jump, but the two tangled together in the quick right turn with Taylor going down. Charlie Orr, riding a 500 Suzuki borrowed from Shaw, started moving in on the leaders as he passed Shaw and Bentley to take over the challenge on Kidd. A couple of laps later Orr took over the lead, and the race finished Orr, Kidd (who was not scored), Bentley and Shaw.

Results

SHORT TRACK
60: 1. Greg Teague (Yam); 2. Derick Whitner (Yam); 3. Todd Way (Yam).
80: 1. Tim Kay (Hon); 2. Scott Williams (Hon); 3. Clayton Hull (Yam).
125: 1. Mike Hale (Yam); 2. Clay Carroll (Hon); 3. Ed Meyer (Yam).
250 JR: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Don Folbre (Yam).
250 SR: 1. Dodd Dyson (Hon); 2. Terry Newman (Hon); 3. Scott Scherb (Hon).
OPEN JR: 1. Bobby Shaw (Suz); 2. Alan Powers (Kaw).
OPEN SR: 1. Dodd Dyson (Hon); 2. Brad Taylor (Hon); 3. Andy West (C-A).
TT
4-STROKE: 1. Eddie Kaufman (Hon); 2. James Harris (Hon).
OVER-30: 1. Douglas Anderson (KTM); 2. J.C. Dill (KTM); 3. Harry Rardin (Hon).
60: 1. Clayton Hull (Kaw); 2. Heath Kirkland (Yam); 3. Tim Kay (Hon).
80 JR: 1. Heath Kirkland (Yam); 2. Eddie Dicker-

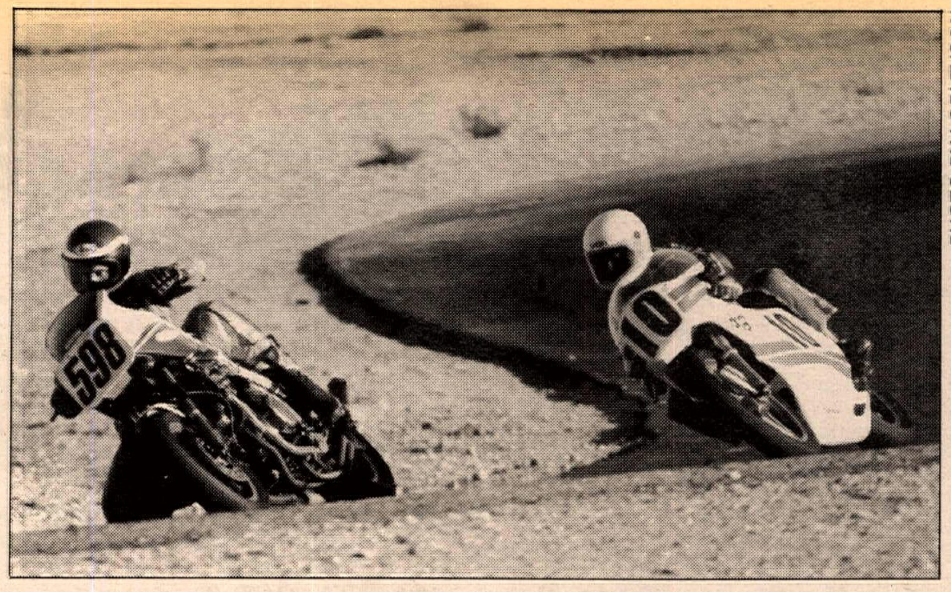

PHOTO BY LORI TYSON

Chris Carr (20) came from a 21st-place gridding to take third in the F2 class at Willow Springs. Here he's ready to pass Honda rider Burke Steed.

son (Kaw); 3. Todd Grauman (Hon).
80 SR: 1. Clayton Hull (Suz); 2. Tim Kay (Kaw); 3. Kevin Rowland (Yam).
125: 1. Bobby Shaw (Suz); 2. Ed Meyer (Suz); 3. Roger Sedarat (Hon).
250 AM: 1. Bobby Shaw (Suz); 2. Eddie Kaufman (Hon); 3. James Harris (Hon).
OPEN AM: 1. Bobby Shaw (Suz); 2. Alan Powers (Kaw); 3. J.C. Dill (KTM).
OPEN PRO: 1. Gary Kidd (Hon); 2. Bubba Bentley (Hon); 3. Douglas Anderson (KTM).
GRAND FINALE
125-OPEN: (25 lap TT). 1. Charlie Orr (Suz); 2. Bubba Bentley (Hon); 3. Bobby Shaw (Suz).

Michlitsch sloshes to sloppy Albany SX wins

By Clay Light

ALBANY, OR, NOV. 11

Mother nature wasn't cooperative for the first round of a three-race AMA Fall motocross series, drenching Oregon with two inches of rain and making conditions miserable, as 130 riders braved the forces of nature, Tim Michlitsch (Town Center Yam/Malcolm Smith/Yam Support) topped two Pro classes, winning the 250cc and Open divisions. Kawasaki pilot Kenny Olson took the 125cc Pros by storm.

Michlitsch took the first Open Pro moto by sloshing to a good-sized lead in the soupy sand after pulling away from Suzuki-mounted Grayson Hart and Alan Hinkley (Tri-City Hon). Richard Earle had a miserable day, falling while in third and ending his six-moto domination of the class here at Albany Speedway. Michlitsch breezed to a win over Hart, Hinkley, Kurt Stevens (Yam) and Earle, who're second through fifth. Michlitsch and Hart were side by side in moto two coming through the water-filled whoop-de-dos, but by lap two it was Michlitsch again pulling away with the 10-lap moto while Hart and Hinkley shuffled for positions ahead of Earle and Stevens. Earle nearly caught Hart, but stalled in a waterhole and finished fifth behind winner Michlitsch, Hart, Hinkley and Stevens.

Hart came mounted on his trusty KX for the first 125cc Pro contest and sloshed through the unbelievable quagmire en route to the first moto win over Suzuki rider Joe Spangler and Olson. Olson managed to squeeze his Kawasaki into the moto two lead in turn one and was chased by Hart and Spangler for three laps until Hart stalled and gave Spangler a chance at the KX pilot. Spangler stayed glued to Olson, but coming across the line, he lost out by a wheel for top payoff. Olson scored a 3-1 for first to beat Spangler (2-2) and Hart (1-4).

The 250cc Pro class had Michlitsch in the lead in the first moto as the rain continued to hammer down. David Fox rode in second briefly on an '85 Yamaha, but faded back. Jere Meeker (Cag) took over second to finish long behind Michlitsch, but ahead of Steve Hiersche (Hon). Moto two saw Michlitsch again motor off to an effortless lead and take the top cash payoff while Meeker took second overall to beat Chad Klingbeil (5-3).

Results

OPEN PRO: 1. Tim Michlitsch (Yam); 2. Grayson Hart (Suz); 3. Alan Hinkley (Hon); 4. Kurt Stevens (Yam); 5. Richard Earle (Hon).
250 PRO: 1. Tim Michlitsch (Yam); 2. Jere Meeker (Cag); 3. Chad Klingbeil (Hon); 4. Steve Hiersche (Hon); 5. David Fox (Yam).
125 PRO: 1. Kenny Olson (Kaw); 2. Joe Spangler (Suz); 3. Grayson Hart (Kaw).
OPEN INT: 1. Jeff Reed (Yam).
250 INT: 1. Kevin Tomasini (Hon); 2. Bruce Barnes (Hon); 3. Wayne Church (Kaw).
125 INT: 1. Kurt Ragstadt (Hon); 2. Randy King (Yam); 3. Glenn Hunter (Suz).
80 INT: 1. Jim Orcutt (Yam); 2. Monty Spaulding (Yam); 3. Ryan Huffman (Yam).
60 INT: 1. Ryan Huffman (Kaw); 2. Danny Ulven (Kaw); 3. Jason Pearson (Hon).
OPEN JR: 1. Dale Rund (Hon).
250 JR: 1. Greg Snyder (Hon).
125 JR: 1. Sean Riesterer (Suz).
80 JR: 1. Lance Holder (Yam); 2. Ray Groisant (Hon); 3. Troy Fuller (Yam).
80 EX: 1. Jeff Daily (Kaw); 2. Ed Portz (Suz); 3. Paul Winn (Kaw).
PEE WEE: 1. Zach Rund (Hon); 2. Ben Stewart (Yam); 3. Mike Ulven (Kaw).
60 JR: 1. Shawn Highland (Kaw); 2. Travis Berry (Hon); 3. Troy Fuller (Yam).

Thompson doubles at Arizona State Fair

By J.B.T.

PHOENIX, AZ, NOV. 3-4

California's Roger Thompson rode to the winners' circle in each of the two flat-track events here at the Arizona State Fair. Both races were held in the evening, and played to a full cast of spectators.

After four qualifying heats on Saturday, the semi-main and the consolation heat found 12 and 14 riders, respectively, on the line.

In the semi, Bob Russell grabbed the holeshot, with Jeff Darland and Rick Naegle close behind. Russell stretched out his lead, leaving Darland and Naegle to battle for the second-place position. Darland finally got a grip on second, leaving Naegle to defend third. Russell took the win with Darland in second and Naegle in third.

The main event found Thompson taking the lead at the flash of the green. Steve Hyson and Darin Balderston struggled over second, while Kelly Larkin waited in fourth. While Thompson pulled away, Hyson and Balderston continued to brawl for second. Balderston finally took over second, leaving Hyson and Larkin to struggle for third. Larkin took third from Hyson, then chased after Bal-

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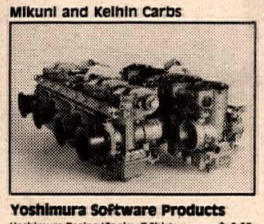

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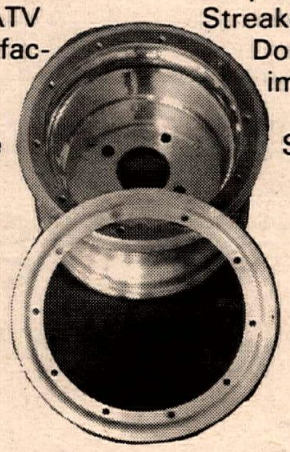

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derston's second place. At the wire, Larkin overcame the position. Thompson took over the checkered, with Larkin second and Balderston third.

While the stands filled to capacity, the riders prepared for Sunday evening's events.

Heat number one brought two Arizonans out of retirement — Bart Beninati took the holeshot with Tom Burcham close behind. As they pulled away from the rest of the pack, it seemed a two-man show. Beninati took the race, with Burcham close at his heels for second.

In heat two, Kevin Todd snatched the lead off the start, with Darland right behind. As Darland pursued Todd's lead, Shaun Larkin moved his way up to make it a three-way battle for first. Todd took the black-and-white ahead of Darland in second, and Larkin — a close third.

In the semi, Larkin grabbed the holeshot. Hyson and Bryron Hopkins vied for second, while Balderston tried to secure a needed fourth-place finish. Larkin maintained his lead to win, and Hyson finished second and Balderston took third.

In the main, Thompson was first off the line, with Todd and Beninati in close range. Thompson stretched his lead out, leaving Russell, Ken King, and Kelly Larkin to battle over second. Larkin slipped by King for third, while Russell continued his pursuit of Thompson. King and Larkin traded position back and forth, then King grabbed third, to find second an easy target, and he pased Russell. Thompson finished as the winner by half-a-lap, as King took second, with Russell third and Larkin fourth.

A special thanks to the Arizona State Fair and J.S. Specialties for putting on the program.

Results

SAT. MAIN: 1. Roger Thompson; 2. Kelly Larkin; 3. Darin Balderston.
SUN. MAIN: 1. Roger Thompson; 2. Ken King; 3. Bob Russell.

McKenna snags Super Series overall

By The James Gang

REDDING, CA, NOV. 4

The third and final round of the Nor-Cal Fall Super Series saw Eric McKenna, on his Hi-Point-sponsored Honda, score two moto wins to bring his total to six out of six for the overall series win. The fans were amazed with McKenna's last moto — his usual no-nonsense, go-fast style gave way to an exhibition of riding that would have made Magoo envious. Off the uphill doubles McKenna laid the big Honda over and almost stood on the side case as he disappeared into the trees at the top. On the downhill, he cleared the huge doubles at the bottom, landed in the next corner, flicked the bike to the right and was gone into the rear section of the course. McKenna's comment after the race was, "I had fun that last moto." It was accompanied by a big grin.

McKenna's competition came from Dexter Hayhurst (Yam) and FMF's Chip Vanderford (Hon). Hayhurst pulled to within a few bikelengths of McKenna in the early going, but McKenna pulled out the stops and raced away. Vanderford, on a very fast Honda, tried to pass Hayhurst several times, but had the door slammed shut.

Second place rider Lance Lollar (Hon) was the overall series winner on points. Second in series points found Joe Giambroni (Hon).

Other series winners collecting prizes were 125cc Beginners Walt and Rob Bevens. Walt battled his brother, taking first overall and leaving Rob Bevens (Hon) with the second-place prize. Third went to local Redding rider Dwayne Strating (Suz).

Ryan Huffman, a 60 and 80cc Intermediate from Roseburg, Oregon, pulled the hat trick with four moto wins for the overall in both classes. Travis Corgan (Kaw) took the 60cc Novice win and Ahren Aitchison (Yam) was the overall winner in the 80cc Novice class, ahead of Tyce Jackson (Suz) and Gary Ninman (Yam).

Thanks to contingency sponsors, Bel-Ray, Hi-Point Racing, Simpson Helmets, HPS, Malcolm Smith, Scott Goggles, IRC tires, Kal-Gard, and Answer Products — the riders went home loaded down with goodies and happy with the Fall Super Series.

Results

60 BEG: 1. Travis Corgan (Kaw).
60 INT: 1. Ryan Huffman (Kaw).
80 BEG: 1. Gary Ninman (Yam); 2. James Hanley (Yam); 3. Ahren Aitchison (Yam).
80 JR: 1. Brian Hoefer (Kaw); 2. Billy Cooper (Kaw); 3. Phillippe Agostini (Yam).
80 INT: 1. Ryan Huffman (Yam).
80 EX: 1. Ed Portz (Suz); 2. Tony McGrath (Kaw).
125 BEG: 1. Walt Bevens (Hon); 2. Rob Bevens (Hon); 3. Ken Strathman (Suz).
125 JR: 1. Rich Oliva (Suz); 2. John Bell (Yam); 3. Don McGrath (Hon).
125 INT: 1. Tommy Seidel (Yam); 2. Craig Marleau (Kaw).
250 BEG: 1. Donny Lee (Hon); 2. Dave Heaton (Suz).
250 JR: 1. Greg Sheehan (Suz); 2. Mike Flaherty (Suz); 3. Steve Youmans (Hon).
250 INT: 1. Dennis Rotherham (Hon); 2. Lance Lollar (Hon); 3. Ron Miligan (Hon).
125 PRO: 1. Rodney Harriger (Kaw); 2. Stu Perry (Hon).
OPEN PRO: 1. Eric McKenna (Hon); 2. Chip Vanderford (Hon); 3. Dexter Hayhurst (Yam).
500 BEG: 1. Donny Ritcheson (Suz); 2. Lnce Sellers (Suz); 3. Roy Berlinghoff (Hon).
500 JR: 1. Scott Pizzi (Suz).
500 INT: 1. Scott Dorman (Hon); 2. Dave Behnke (Hon).
VET: 1. Bill Cooper (Kaws); 2. Bob Jackson (Suz).
OT: 1. Harold Noell (Mai); 2. Bob Martin (Hon).

Bell two for two at Black Cat GP

By Jackie Fisher

PERRIS, CA, OCT. 28

Yamaha-mounted Mike Bell showed up for the Southland Racing Association's Black Cat Grand Prix at Perris Raceway and went home with the 250cc and Open Pro class win.

At the start of the 250cc class, Mike Sixbery, riding a Honda, took the early lead with Bell in hot pursuit. Bell pushed Sixbery for the next four laps before the Yamaha pilot could squeeze by. Afterwards, Sixbery started to lose ground on Bell, while another Yamaha rider, Greg Fountain, closed in on Sixbery. By the 10th lap, Fountain also slipped past Sixbery. Bell went on to take the win easily, while Fountain held on to take second.

The start of the Open Pro class saw Honda rider Craig Adams jump to an early lead with Bell hot on his tail. Before the end of the first lap, Bell had passed Adams and started to pull away. Much like his 250cc-race performance, Fountain reeled-in Adams and passed the Honda rider for second shortly after. At the finish, it was once again Bell way out in front with Fountain taking second.

In the Thirty-Years-of-Age-Plus class, Honda rider Jim Dawson started things off with the holeshot, while Danny Sanchez began making up for lost time after a poor start. By the fourth lap, Sanchez passed George Luther for second then started to reel-in Dawson. Eventually, Sanchez caught up to Dawson and made a pass for the lead and win. Dawson took second, while Luther finished third. •

(Results in results section)

RESULTS

SRA Black Cat GP
Perris, CA
Oct. 28, 1984
By Jackie Fisher

SR	
Russ Robinson	250 EX
Ed Duncan	OPEN EX
Jim Hayes	OPEN AM
David Turnquist	250 AM
Michael Robbins	OPEN NOV
M. Duncan	OPEN NOV
Don Wilson	OPEN BEG
Richard Russell	250 BEG
0-80	
Steve Wamboldt	AM
Jon Haddad	AM
Chris Holmes	NOV
Mando Dura	NOV
Dennis Milner	BEG
Scott Shafer	BEG
VET	
Danny Sanchez	OPEN EX
George Luther	250 EX
Vern Heth	200 EX
Elmer Woolard	OPEN AM
Andy MacInnis	250 AM
Steve Woolley	OPEN NOV
John Francis	200 NOV
Mike Simpson	250 NOV
Don Richards	250 BEG
Butch Smith	OPEN BEG
Eddie Vaughn	200 BEG
201-250	
Mike Bell	EX
Greg Fountain	EX
Rich O'Brien	AM
Bruce Mortensen	AM
Dominic East	NOV
Daniel O'Neill	NOV
Mark Matteson	BEG
Ken Carlson	BEG
81-200	
Jay Stranger	EX
Larry Thompson	EX
Gene Baldwin	AM
Mark Vanscourt	AM
Ron Jordon	NOV
Mike Strode	NOV
Sean Smorick	BEG
Dodd Medhurst	BEG
251-OPEN	
Mike Bell	EX
Greg Fountain	EX
Brad Williams	AM
Don Stanley	AM
Tom Knapp	NOV
Brian Schmuckle	NOV
Curtis Powell	BEG
Kent Morgan	BEG

100's M.C. Johnson Valley Championship H'n'H
Oct. 28, 1984

500 PRO
Dan Smith
Dan Ashcraft
Downhill Alexander
250 PRO
David Wasden
Wayne Carlton
OPEN EX
Dan Smith
Dan Ashcraft
Ron Shuler
Roger McCabe
Downhill Alexander
OPEN AM
Alan Skiles
Mike Holmes
Nick Young
Alex Long
Jamie Haas
OPEN NOV
Mike McDonalds
Steve Garner
Randy McIntyre
Dan Olson
Kirk Heintz
OPEN VET EX
Mike Martin
Jim Rovinson
Ernie Monian
Jan Morrison
OPEN VET AM
Tom Martin
David Potts
Jim Shuttleworth
John Thompson
Peter Median
OPEN VET NOV
Steve Downing
David Gordon
Steve Mitchell
Lewis Wright
Steve Evers
OPEN SR EX
Art Knapp
Dick Postma
Ramon Lowe
Dick Myer
Lamny Lehigh
OPEN SR AM
Art Cossio
Lyle Palmer
Ron Burski
Bob Burch
Dennis Grissom
OPEN SR NOV
Scott Oberle
Ed Hales
Ken Nichols
Emil Hunter
Robert Hanna
250 EX
Ken Parry
Andy Matthews
David Wasden
Steve Webb
250 AM
Curtis Crandall
Dale Covington
Clint Harris
Ken Hansing
Michael Burke
250 NOV
Dean Hopkins
Tim Alkire
Mike Horne
David Sharp
Laird Schweikart
250 VET EX
Bill Becker
Earl Shuler
Ray Waidbaum
Craig Harris
Ron Paproski
250 VET AM
Tom Morgon
Steve Spragle
Mike Thams
Chris Boesen
Neil Manninen
250 VET NOV
Ken Hodgdon
Rene Reese
Gary Hall
Bill Howell
Ward Landis
250 SR EX
Jim Bringhurst
Al Guzman
Don Whitehorn
M.S. Doytt
Wendell Rapp
250 SR AM
Art Cossio
Bob Tartter
Gary Brick
Virgil French
Dennis Wilson
C BIKE EX
Duane Summers
Jim McGrath
Greg Johnson
C BIKE AM
Bob Schenider
Art Guzman
Jeff Crowe
C BIKE NOV
Bob Baehr
Tim Kleckner
Matt Alexander
C SR EX
G.N. Purser
John Van
C SR AM
Jack Overholt
C SR NOV
T.R. Sisson
Rick Zazueta
250 WOMEN EX
Lori Farmer

D-36 Jammer's Wild Hare, Hare Scrambles
Sacramento, CA
Nov. 4, 1984
By Wayne Hubbard

OPEN EX
Ken McKenzie
Kevin Brown
Greg Martz
Darrol Brown
250 EX
Charles Halcomb
Dan Nelson
Phil Douglas
125 EX
Brad Bruns
OT EX
Eric Hodel
Larry Mulock
Russ Fay
OPEN JR
John Hodel
Jeff Hernidon
250 JR
Kelly Andris
Glen Sabol
John Volk
VET JR
Tom Gardner
Art Kamp
OT JR
David King
Derek Wright
OPEN NOV
Willie Licomfelt
Glenn Sciarani
Dale McKenzie
Rory Davis
250 NOV
Jerry Martin
Bob Austin
Kevin Young
200 NOV
Greg Bailey
125 NOV
Bob Gibson
Al Murillo
VET NOV
Bob Eldrege
Mark Sewell
Dan Breuner
Phil Bartlett
OT NOV
Ed Jardione
Greg Barnes
MINI NOV
John Shipman
Judd Huck

1984 Nevada State MX Championship Final
By C. Aja

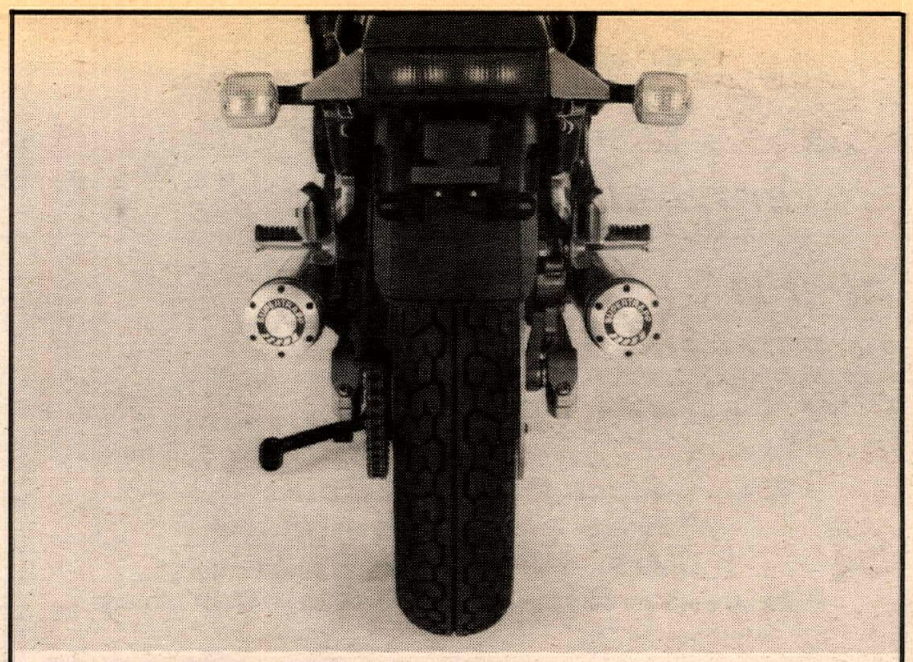
80 NOV	
Bill Peterson	273
Jason Tiensvold	245
Brent Smith	236
Greg Evans	221
Rich Thorwaldson	217
Todd McMaster	204
80 JR	
Robert Cislini	300
Steve DeCarli	249
Clayton Ross	241
80 EX	
Larry Moore	298
Tib Thomsen	261
Aaron Johnson	252
125 NOV	
Chad Kay	300
Chris Strong	248
Jeff Kunkler	247
Paul Dick	226
Kenny Doyle	225
125 JR	
Tige Brown	299
Terry Martin	259
Brad Johnson	249
125 EX	
Robbie Hadlock	325
Jeff Cloutier	295
Butch Stillmock	248
250 NOV	
Clint Fincher	287
Scott Wissenback	283
Dan Harold	249
Todd Stromberg	244
250 JR	
Mike Baxter	304
Kevin McRae	279
Brad Johnson	276
250 EX	
Robbie Hadlock	325
Jeff Cloutier	274
Allen Berluti	240
OPEN NOV	
Greg Wissenback	311
Dave Howell	300
Jeff Fegert	242
David Eads	222
OPEN JR	
Scott Stromberg	325
Jon Varner	249
Eric Thaheld	238
OPEN EX	
Allen Berlutti	270
Beau Hibdon	265
Tim Dyer	262
VET NOV	
Bob Bishop	320
Mike Brown	239
Alan Tiensvold	231
VET JR	
Rob Nichols	330
Brent Anderson	280
Thom Yuill	236
VET EX	
Rich Thorwaldson	308
Chester Martinmaas	300
Dave Ohl	262
OT NOV	
Tom Murphy	306
Don Hopkins	290
Clayton Ross	280
OT JR	
Harold Heitmiller	300
Glenn Davis	223
Jon Dupratt	205
OT EX	
Rich Schilling	323
Wylie Wilson	277
Bill Sturdivan	256

Trophy Pickup

100's MC Johnson Valley Championship, trophies will be available at District 37 desert events, starting with So Cal Race Nov. 11th (exception B-V). (445/47)

C/M Cycle, El Centro, CA. For all valley trophy pick up of D-38 desert events. Info (619) 352-2830. Ask for C/M. (143/03)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.



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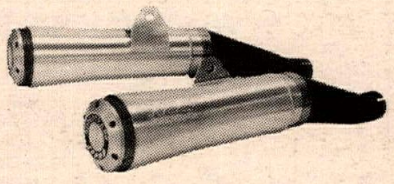

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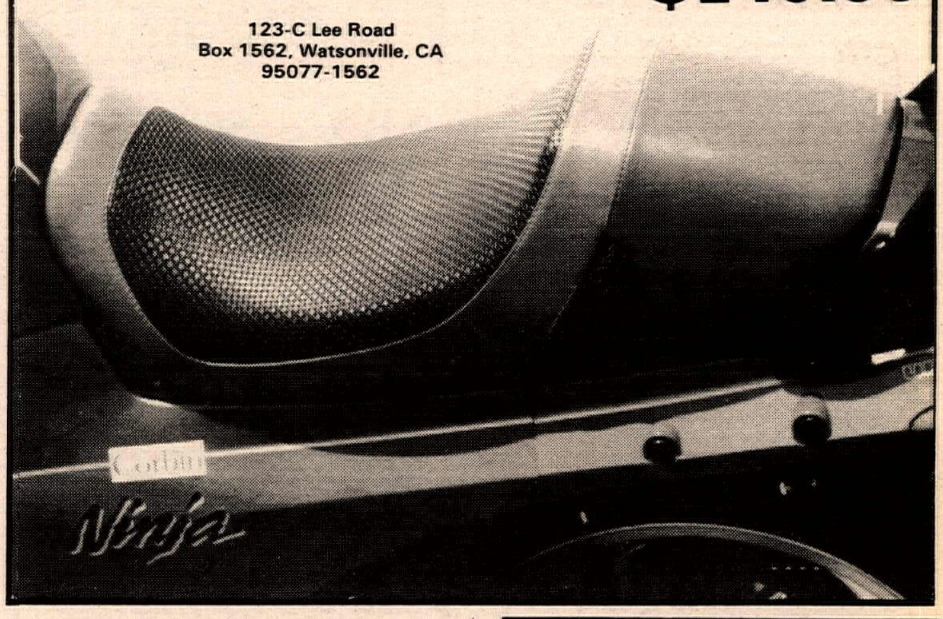

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Indian Dunes — 2nd/4th Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.

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Benefit Auction Sat. Night
JAN. 27 — NEW YEAR G.P.
Indian Dunes
(714) 828-1358

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DOUBLE CROSS RACING
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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

CMC Four-Stroke Nationals
12/9 Carlsbad, CA

November 21

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 117 at Durham Rd exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

November 23

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. from Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm $15. Info 415/634-3328 (Tom Anderson).

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. New track and lighting. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Am, 100% Ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

November 24

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for [illegible] 30% for Sptsmn [illegible] from Malcolm [illegible] Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

RACE WILL BE FILMED

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. From Bastrop take 95 N. 4 miles, turn right at FM 1441, go 2½ miles to track on right of road. All classes, 50% trophs thru 5th place, 150% pb. Straight thru program, full concessions, free camping (call ahead). Sign-up 7 pm, prac 7:30, race 8. Entry $10, $15 Ex. Info 512/327-5259 (Norman French).

AMA CALIFORNIA SPEEDWAY RACING
Bakersfield Fairgrounds, Bakersfield, CA. Gates open 6:30 pm, first race 8. Admission $5 adults, $2 6-12. Info 805/830-8540 or 714/840-6468.

AMA/D-37/AATVA HARE AND HOUND ROAD RIDE
Barstow to Las Vegas, NV. Beginner, Nov, Jr, Ex. and ATC classes. Off-road hare and hound/road ride dual purpose poker runs. Road and Dual entry $15, hare and hound $60. Mail for entry forms Dist-37/AMA, 1017 16th St., Apt A. Santa Monica, CA 90403. Info 818/249-2141.

BARSTOW TO LAS VEGAS POKER RUN
Start in Barstow, Barnes Yamaha-Kawasaki, 1881 W. Main (take W. Main exit off I-5) Batstow, CA. Finish at the Frontier Hotel in Las Vegas, NV. Entry $15 road pre, $18 post. Dual purpose $15 pre, $18 post. Info 818/247-8778.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing over 8 pm. $7 admission, free pit pass. Motorcycles welcome. Info 619/727-1171.

November 24-25

NEVADA ROAD RACE
1½ miles past the entrance to Nellis Air Force Base on Las Vegas Blvd. North, Las Vegas, NV. 450 classes, 600 classes, 750 classes. Formula I, II, III and Open classes. Cash prizes to be awarded. Saturday 9 am-2 pm, Sunday gates open 7:30 am. Entry $20 first, $10 extra entries. Southern Nevada Road Racers. Info 702/384-5029.

BMW RIDING SCHOOL
Laguna Seca Raceway, Monterey, CA. Open to all BMW motorcycles and is aimed at improving riding skills through lecture and intensive riding practice on a road race course. Entry forms available by writing Leif Anderberg, BMW ACA Driving School, P.O. Box 101, Hollywood, CA 90078.

November 25

CMC CALIFORNIA MOTOCROSS
Hwy 99 to Paige Ave. exit, 2 miles south of Tulare, CA, go west 3 miles to track. All classes includ. ATV. 100% Pro pb. Gates open 7 am, prac 8, race 9. Entry $5, $12 Sptsmn, $20 Pro. Info 209/686-4520 or 688-4062.

AMA OREGON MOTOCROSS
Clarks Branch, Roseburg, OR. 6 miles south of Roseburg on I-5. Take Clarks Branch exit, go east 3 miles. All classes. 100% pb to Pro riders. $5 per Pro rider at each race will be put into a pt fund for series end. Last race of 3 race shootout motocross series. Sign-in 8 am, prac 8:45, race 10. Entry $10 plus admission, $15 plus admission Pros. Admission $4 over 12, $2 6-12, under 6 free. Info 503/673-1671 or 672-4179 or 673-3205.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Camp free. Call for details. 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Highway 395. All classes. 50% trophs to Minis, 30% trophs all other classes. Cash p/b to Pros. Gates open 7 am, sign-up 8, prac 8:30, races 9:30. Info 619/245-7339 or 619/246-6109.

CALIFORNIA SHORT TRACK
Airport Raceway, Porterville, CA. Semi Pro classes. Gates open 9 am, prac 10-11, race starts 12 non. Info 209/781-6341.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CALIFORNIA AMA MOTOCROSS
Sears Point International Raceway, Sonoma, CA. All classes. 100% pb to all Pros. Bonus trophs. AMA/D-36 cards reqd. Gates open 6 am, sign-ups 6:30, prac 7:30, race 8:30. Entry Sptsmn $6 gate plus $10 entry, Pro $6 gate plus $15 entry, spectators $6. Info 707/938-8448.

TEXAS MOTOCROSS AND FLAT TRACK
Buffalo Speedway, Belt Line Rd., 2 miles west of I-35 E. in Carrolton, TX. Gates open 10 am, prac noon. Sptsmn and Pros paying $125 first, $75 second, $50 third, $25 fourth and fifth. Entry $8, $10 Pro. Info 817/488-9133 (Bob Bagwell).

CMC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. Sign-up 7 am, prac 8-9, race 9:30. entry $7 gate, $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classes includ. 3-wheelers, 60-80cc, 4-strokes, Women, Vets and Srs. Troph to hi point high sch[illegible]am at end of school year. $1[illegible] winner of 3 lap dash. 30% [illegible]n troph. New fresh cut moto[illegible]s track. Prac 8 am, race 9. Entry $13 Double Cross Racing members, non-members $15. Pros $20. Double Cross Racing. Info 714/371-6333.

CANCELLED

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the "E" Street bridge. Go over levee on Shad Rd. one block W. of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Parts in pits, food, cool clear river. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, Pro $5 plus $15 to purse. $4 watch. Info Charlie Sexton 916/695-2727 or 695-2088.

November 28

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. gates open 5 pm, races 7. Info 415/651-2545.

November 29

CALIFORNIA TRAIL MEETING
Angeles National Forest, second floor conference room, 150 South Los Robles St, Pasadena, CA. Trail Advisory Council subcommitte meeting. Starts 9:30 am. Open to the public. Info 415/556-4553.

November 30

MOTORCYCLE SWAPMEET
Los Angeles County Farigrounds, Pomona, CA. Thousands of used and new parts and accessories for sale. 6 pm - 10 pm. R.G. Canning. Info 213/588-0763.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Right on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. Turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $15. Info 415/634-3328 (Tom Anderson).

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptsmn troph, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

December 1

CALIFORNIA MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies from Malcolm Smith Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Motorcycles welcome. Info 619/727-1171.

CALIFORNIA ENDURO
Baja, CA. From San Diego, take Hwy 94 to Tecate, Mexico. A & B riders suggested. Not for the beginning rider. 170 miles, 1 day only, only 300 riders. Entry $65 includes gas, lunch, insurance. Los Ancianos M/C. Info 619/727-6000.

December 2

CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Pre Golden State race. Track will be set up like Golden State race. All classes, 100% Pro pb. Gates open 7 am, prac 8, race 9. $5 gate. Call for entry fees. Info 209/945-2111.

AMA/D-36 CALIFORNIA ENDURO
Clear Creek Recreation area, 35 miles NW of Colinga, CA. A,B,C, Beg, Vets, Sr, 4-stroke, women classes. Entry $18 mail, $20 post, $12 Beg. Timekeepers M/C. Info 408/255-4569 or 252-5895.

CALIFORNIA GRAN PRIX
Sunrise Valley Cycle Park, Adelanto, CA. Hwy 395 in Adelanto. All classes. Finisher pins, trophs, Dist. 37 MX pts. Toys for Tots Gran Prix. Desert course. Entry $25 mail, includes gate (rider only). Deadline for mail entries is November 23. Admission $5 or toy of equal value. Non-members welcome. Park gates open 6:30 am, first race 8. Info 619/243-3248 or 245-7339.

ARIZONA ROAD RACE
Firebird International Raceway, Phoenix, AZ. 10 miles south of Phoenix on I-10, exit Maricopa Rd. west. Formula 1 (601cc and up), Formula 2 (0-600cc). Trophs for 1, 2, and 3rd each class, 1, 2, 3 overall. 2 hour endurance race, 2 to 5 man teams. Bring 2 scorers, call for rules and entry forms. Gates 7 am, prac 8, race 1 pm. Entry $50 pre-entry or out-of-state. $60 post entry. Phoenix Road Racing Org. Info 602/973-2185.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

CALIFORNIA OBSERVED TRIALS
Spillway Park at the Broadway exit on US 101 in Santa Monica. All classes. Trophs, finisher ribbons and 100% cash pb for Expert class. This is the California State High School C'ship. Event is called the Central Coast Cup. Sign-up 9:30, start 10 am. Entry $4 gate fee, $10 entry. Lompoc Trials Club. Info 805/735-4503 (Lloyd Reeves).

TEXAS MOTOCROSS AND FLAT TRACK
Buffalo Speedway Belt, Carrolton, TX. Belt Line Rd., 2 miles west of I-35E in Carrolton Texas, a suberb of Dallas. Gates open 10 am, prac noon. Sptsmn and Pros paying $125 first, $75 second, $50 third, $25 fourth and fifth. Info 817/488-9133.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph. 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Gate 6 am, prac 8:30, race 9:30. Entry $7 gate plus $10 Sptsmn, $14 Pro. Non-member add $3. Info 714/653-8068, 653-5840 or 924-5859.

CMC CALIFORNIA GP NORTH
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. All Sptsmn and 3-wheelers classes. 3 trophs per class. Each class rides 1½ hours. CMC pts, all cards accept. Gates open 6:30 am, sign-up 7, parade lap 8 am, no late prac. Team race at end of day, $5 per rider. GP entry $11. Info 916/223-5600 or 243-6109.

CMC CALIFORNIA MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes. 30% trophs. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10, Sptsmn $15 Pro ($10 to pb). Info 714/261-6116.

SRA RIVERSIDE GP
Riverside Raceway, Riverside, CA. Off Hwy 60. 20% trophs, finisher pins. Double SRA pts. All classes. 81cc-Open prac in AM, race in AM. 0-80cc, Sen-Vets and ATV/Ody prac in PM race in PM. Gates open 4 pm Sat. Entry $15 mail, $20 post. Non-members post entry only. No membership reqd. Special benefit auction Sat. night 8 pm for Harry Thornburg Benefit Fund. Info 714/828-1358.

NEVADA HARE SCRAMBLES
Hungry Valley, NV. All classes. Races start 9 am. Finisher pins, trophs race day, overnight camping. 12 mile loop ridden 6 times. Spark arrestors reqd. Entry $20. Over The Hill Gang/D-36/AMA. Info 702/358-4388.

December 5

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 7

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptmsn, 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From hwy 580 take Vasco Rd. N. 17 miles to corner of Camnio Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pros. Adm $15. Info 415/634-3328 (Tom Anderson).

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houton rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

December 8

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies from Malcolm Smith Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Motorcycles welcome. Info 619/727-1171.

CALIFORNIA VOTE/ATA TRIALS
Little Rock Dam Area of Angeles Nat'l Forest. Call for directions. Schreiber Cup for c'ship class riders, Grencius Cup for Sptsmn/support class. Finisher awards. Late sign-up 9 am. Approved spark arrestors and helmets manadatory. Entry $20 mail, $25 post. 1st rider out 10 am. Info 213/649-1700.

December 7-9

CALIFORNIA M/C CONSUMER SHOW
Los Angeles Convention Center, Los Angeles, CA. The Great American Motorcycle Show. Info 714/675-0132.

December 9

CMC CALIFORNIA MX NATIONAL
Carlsbad Raceway, Carlsbad, CA. All classes. Plaque for overall winners. Open Pro entry $25 post, all other classes $15 post. No license reqd. Gates 7:30 am, prac 8, racing 9:30 am. Info 714/261-6116.

CRC CALIFORNIA ENDURO
Lucerne Valley, CA. 2 loops. 10% class trophs and 100% finisher trophs. CRC pts. Special Beg class and ATV classes. 8 am start. Mail entry $20, $23 post, non-members add $5. CRC Santa Claus Family Enduro. Info 714/689-6114.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. All classes. 50% trophs to Minis, 30% trophs all other classes. Cash p/b to Pros. Gates open 7 am, sign-up 8, prac 8:30, race 9:30. CMC pts race. Info 619/245-7339 or 246-6109.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. Call for details. Info 213/830-7519.

TEXAS FLAT TRACK AND MOTOCROSS
Buffalo Speedway, Belt Line Rd., 2 miles west of I-35 E in Carrolton, TX. Gates open 10 am, prac noon. Sptsmn and Pros paying $125 first, $75 second, $50 third, $25 fourth and fifth. Sptsmn entry $8, Pro $10. Info 817/488-9133.

CMC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. Sign-up 7-8 am, prac 8-9, race 9:30. Entry $7 gate, $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph. 100% Pee Wee troph. Everybody goes 2 motos. Free camping. 100% Pro pb. Gate 6 am, prac 8:30, race 9:30. Entry $7 gate plus $10 Sptsmn, $14 Pro, non-member add $3. Info 714/924-5859, 653-8068, 653-5840.

CALIFORNIA DESERT RACE
Yuha Basin, Hwy 98 at Pinto Wash near Mt. Signal, 18 miles southeast of Ocotillo, CA. All classes. D-38 pts. No membership reqd. Finisher pins, 20% trophs. Entry $15, start 10 am. Info 619/427-5759.

CALIFORNIA TT
Airport Raceway, Porterville, CA. All classes. Gates open 9 am, prac

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☐ $20.00 — 10' x 20' spaces located in the rear portion of the event. Exact location is assigned the day of the event.
☐ $30.00 — 10' x 20' reserved numbered spaces located in front or prime section of the event.
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CORONA RACEWAY R.A.C.E. Schedule

Fri.	Nov. 30	Motocross
Sat.	Dec. 1	Ody, 3 Whlrs.
Fri.	Dec. 7	Motocross
Sat.	Dec. 8	FT ½, TT
Fri.	Dec. 14	Motocross

CRC RACE SCHEDULE

Nov. 25 — MOTOCROSS DeAnza	Dec. 9 — MOTOCROSS Corona
Dec. 2 — MOTOCROSS Indian Dunes	Dec. 16 — GRAN PRIX Indian Dunes

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10-11, race starts noon. Spinners MC. Info 209/781-6341.

CALIFORNIA HARE AND HOUND
Teagle Wash area limed from 395 and Trona Rd. All Dist 37 classes. 10% trophs. 3 fun 40 mile loops, Beg, Women, Nov and ATV's go 2 loops. Last district pts for 1984. 10 am start, $16 entry. Jackrabbits M/C/D-37. Info 213/602-2702.

U.S. WOMENS NATIONAL MX C'SHIP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 6 miles to raceway. Vets, Sptsmn, 250 and 125 Pros. Pb and trophy to Pro classes. All classes $10, post entry only. Spectators $8. No CMC membership reqd. Gates open 7:30 am, prac 8, race 9:30. Info 714/261-6116.

CMC 4-STROKE NATIONAL C'SHIP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 6 miles to raceway. Open and 500 Pros, Vet Sptsmn and Masters; Jr/Int classes for 150-200, 250, 350, 500, Open. Minis up to 100cc, no age limit. Also ATV class, 4-strk class, sidecars. 200% pb to Open Pros. Entry $25 Open Pros, $15 all others. Post entries only. No CMC memb. reqd. $8 to watch. Gates open 7:30 am, prac 8, race 9:30. Info 714/261-6116.

December 12

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entracne. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 14

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Coroan, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchamn takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, 415 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From hwy 580 take Vasco Rd. N. 17 miles to corner of Camnio Diablo and Vasco Rds. turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pros. Adm $15. Info 415/634-3328 (Tom Anderson).

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Race track, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houton rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

December 15

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies from Malcolm Smith Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Motorcycles welcome. Info 714/727-1171.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

December 16

ARIZONA TOY RUN
Harley Davidson of Tuscon, 5205 E. 22 St., Tuscon, AZ. Door prizes, nice party, everyone welcome. Run pins first 250. Party at 7235 E. Golf Links Rd., Tuscon. Entry $5 or toy. Info 602/790-8112.

CRC CALIFORNIA GRAN PRIX
Indian Dunes Cycle Park, Valencia, CA. Call for details. 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

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Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

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DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. 100% pb. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979, or 924-5859.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. Women's National. For more info call 619/245-7339 or 246-6109.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

TEXAS FLAT TRACK AND MX
Buffalo Speedway, Belt Line Rd., 2 miles west of I-35 E in Carrolton, TX. All classes. Pros and Sptsmn paying $125 first, $75 second, $50 third, $25 fourth and fifth. Gates open 10 am, prac noon. Entry $8, $10 Pro. Info 817/488-9133.

December 19

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 20-21

CALIFORNIA MX SCHOOL
Russ Darnell MX School to be held at Indian Dunes Cycle Park, Valencia, CA. Entry fee $80. Info 714/980-3212.

December 21

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptmsn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $15. Info Tom Anderson 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptmsn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8, swimming, showers, game room, grandstands. Info 713/458-0090.

December 22

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies from Malcolm Smith Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

December 23

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes. 30% trophs. gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($1o to pb). Inof 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 50% troph to Minis, 30% trophs to all other classes. Cash pb to Pros. Gate 7 am, sign-up 8, prac 8:30, races 9:30. Free O/N parking. Info 619/245-7339 or 246-6109.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph, 100% pb. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979, or 924-5859.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Call for details. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. Sign-up 7-8 am, prac 8-9, rae 9:30. Entry $7 gate, $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIORNIA TT
Airport Raceway, Porterville, CA. Gates open 9 am, prac 10-11, race starts noon. Spinners M/C. Info 209/781-6341.

December 26

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

December 27-28

CALIFORNIA MX SCHOOL
Russ Darnell MX School to be held at Sunrise Valley Cycle Park, Adelanto, CA. Entry fee $80. Info 714/980-3212.

December 28

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $15. Info Tom Anderson 415/634-3328.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County. Pierce off-ramp. Rt. on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great America Parkway, Santa Clara, CA. 33% Sptmsn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8, swimming, showers, game room, grandstands. Info 713/458-0090.

December 29

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wee's and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies from Malcolm Smith Products. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

NIGHT DRAGS
Cralsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing over 8 pm. $7 admission, free pit pass. Info 619/727-1171.

December 30

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to Raceway. All classes. 30% trophs, gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn, $15 Pro. ($10 to pb). Info 714/261-6116.

CRC CALIFORNIA MOTOCROSS
Inidan Dunes Cycle Park, Valencia, CA. Call for details. Info 213/830-7519.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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WANT ADS

Help Wanted

Honda Partsmanager
Must be experienced with references. Computer and after market experience desired. CONEJO HONDA, Thousand Oaks, CA. Bob (818) 991-7499. (246NWX)

Partsmanager/Salesperson
Knowledgeable self-starter for large parts store. OUTRIDER, 10545 Pico Blvd., L.A. (213) 879-3350, Harry. (246/49)

Honda Partsperson—Lakewood
Dealer experienced Honda parts Salesperson needed. Bonus program, insurance, pleasant working environment, beautiful women, nice boss. Call Mike or Bill (213) 860-1354, (714) 521-7112. (246TFN)

Expanding M/C Dealership
Be part of a winning team. The #1 Honda dealership in the Rocky Mountain Region is offering positions in sales, parts, and service. Earn top dollars in a futuristic industry. Experienced only send complete resume to: LAKEWOOD HONDA LTD., 7576 W. 5th Ave., Lakewood, Colroado 80226. (145/48)

Wanted: Odd-Job Man
Parts pick-up, light mechanical motorcycle detail and clean-up, bldg. maintenance. Call Ross (818) 781-6386, (213) 873-6100. (245/48NWX)

Wanted Now!!
Busy — busy Honda shop needs a top-notch registered service technician, a professional who loves money. At least 5 years Honda experience required. Send resume with salary requirements to HONDA OF MONTEBELLO, 116 E. Whittier Blvd., Montebello, CA 90640, Attn: Dr. Denny. (245/46)

Male And Female
POSITIONS OPEN DEC: 1. Purchasing, Receiving, Inventory Control, Marketing, Telephone Sales, Office, UPS Claims Handling, P/U and Delivery Driver, Customer Service, Service Writer/Mechanic, Motorcycle Detail Man. Accepting Applications for all aspects of wholesale and retail operation. LA area. Send one page resume with salary requirements and phone number to: CYCLE NEWS, Dept. X, P.O. Box 498, Long Beach, CA 90801-0498. (344/47NWX)

Busy Shop Needs Help
Motorcycle mechanic with tools. 50cc thru 350cc vehicle application. Non-smoking environment. Good pay + opportunity for qualified applicant. CYCLETIME CO. (213) 275-6734. (145/46)

Commission Paid
To experienced mechanics in large volume Orange County dealership. Apply in person, Honda Kawasaki BMW of Mission Viejo, 26371 Avery Parkway, Mission Viejo, CA. (224/TFN)

Salespersons Wanted
Ixion, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

Professional M/C Salesman
Motorcycle sales experience necessary. Call KOLBE HONDA, 22123 Ventura Blvd., Woodland Hills, CA. (818) 348-7865, Mark Zimmerman. (241TFN)

GOVERNMENT JOBS. $15,000 — $50,000/yr. possible. Immediate opportunities. Guaranteed. (805) 687-6000 Ext. R-9000. (146/49)

General Manager
5 years experience in motorcycle dealership. Send resumes to: 10401 Alondra Blvd., Bellflower, CA 90706. (244TFN)

Anaheim Honda Kawasaki
Partsperson and mechanic. (714) 778-6700. (245/46)

M/C Warehouse Mgr/Assemb.
Experienced pro needed full-time in well-established Honda dealership. KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA. (818) 345-7616, Bill McClain. (241TFN)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo (714) 495-3352. (245TFN)

Experienced Honda Mechanic
Preferably 5 years on current models. HONDA OF GARDENA. (213) 323-8314. (246/48)

Salesman Wanted
Good pay, good commissions, good benefits. BELLFLOWER YAMAHA. (213) 925-5097. (246TFN)

FULL TIME EXP. MOTORCYCLE/JETSKI MECHANIC. Extra pay and benefits. Costa Mesa area. (714) 642-8870. (246)

South Bay Honda Dealership
offering good pay and good benefits to experienced motorcycle salesperson. Only ambitious, congenial, motivated persons need apply. (213) 323-8314. Ask for Bob. (246)

Service Manager Needed
Now taking resumes for service manager. Must have Honda experience and schooling. Great personality with enough push & drive to make the service department growl Send resume & photo to: 2408 W. Main, Leesburg, FL 32748. Upon arrival of your resume, we will call for an interview. (246/27NEX)

Harley-Davidson Mechanic
Want an experienced H-D mechanic. Excellent working conditions. Send resume to: DICK FARMER'S HARLEY-DAVIDSON, 46 N. Orange Blossom Tr., Orlando, FL 32805. Or call (305) 423-0346. (246/49EX)

Motorcycle Sales
Immediate opening for experienced salesperson. Must be Spanish-speaking. Will be only full time salesperson. (213) 721-1663. Ask for Dave. (244/47)

Mechanic Wanted
San Diego County independent dealer looking for experienced (5-10 years) mechanic. Year-round work, excellent pay and benefits for right individual. Need to have the ability to work on Honda, Yamaha and Kawasakis. Ask for Mike, NATIONAL CITY MOTORCYCLE, 1900 National City Blvd., National City, CA. (619) 474-2025. (45/48)

Fantastic Opportunity
Sunny San Diego Dealership needs motivated, licensed salesman. Yamaha motorcycles, Boston Whaler boats, Johnson outboards and more. Established location, four blocks from the ocean. Call Dave at GUY URQUHART YAMAHA, (619) 239-6119. (245/46)

MOTORCYCLE MECHANIC: Kawasaki-Suzuki dealership. LA area. Experience necessary. (213) 655-5101. (245TFN)

Long Beach Honda Motorcycles Is Where It's Happening
We need one salesperson that's got it together. Must have motorcycle experience. All company benefits, super pay plan to the right person. Call Carl Diamond (213) 423-1433. (245TFN)

Business Opportunities

So. Cal Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (203/TFN)

Suzuki Dealership
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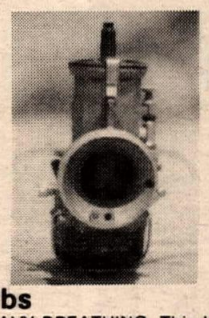
FOR SALE: Consider partnership, M/C business, smaller but established. $3000 — $5000 investment. Salem, OR (503) 362-4518 days (503) 393-7137 (146/47)

1985 Yamaha FZ750N
Now taking deposits on this HOT NEW RACER. Not available in California. Call Henry or Lee at NEVADA YAMAHA (702) 384-2353. (243TNF)

'84 RM125
Brand new. Never raced, ridden one time for one hour only. Owner desperate. Must sell. (714) 830-3060 days. (714) 770-6091 eves. (343/46)



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40mm OF HEAVY BREATHING. This bolt-on performance kit will greatly improve your power band, from upper bottom end to full out top end. Units now available for '85 Honda CR250s. Race proven. All jets, parts and cables in stock. R D PERFORMANCE, P.O. Box 33696, Granada Hills, CA 91344. (818) 366-6914. (245)

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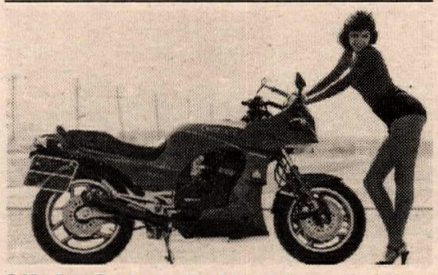
We are now accepting orders for RG500 Gamma. For delivery in July. Very limited. For more information phone Gary VANCOUVER SUZUKI (604) 734-4762. (246/47NWX)



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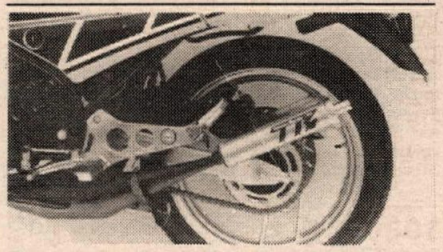
High performance 4 into 1. National Record Holder system. Winter sale price. $179.95 unpainted. Racing clutch kit $99.95. High performance air cleaners $69.95. Sprockets $24.95. FREE complete jetting information available. WE ARE NINJA SPECIALISTS! HOT BIKE ENGINEERING. (415) 656-8275, (415) 657-3864. (146NWX)

Diane
Thank You, Sargeant Shultz. (146)

FMF Pipe '84 YZ125L $55
(213) 469-8731. (146)



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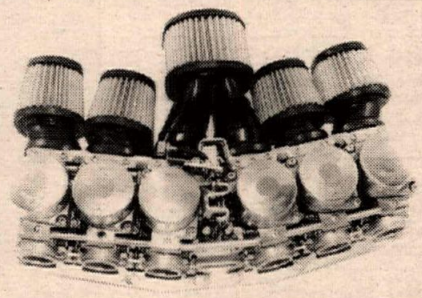
Ask for Mike. (415) 455-4541. (344/47)

Jawa CZ Owners
Members wanted for Jawa CZ club. For fun days, technical information, trail rides, parts swapping, etc. For more information write: P.O. Box 3303, City of Industry, CA 91744. Nov 10 CZ Championship canceled. (242TFN)



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1983 KTM 250 MX L/C. Runs good, looks good, new parts, ridden by vet in enduros. $1200/OBO. After 4 (213) 452-0323. (145/46)

Bobby Schwartz Speedway
3 Jawa center-port factory engines. 2 Jawa side-port engines. Also complete bikes & spare parts available. PRICED TO SELL! (714) 675-5060. (145/46)

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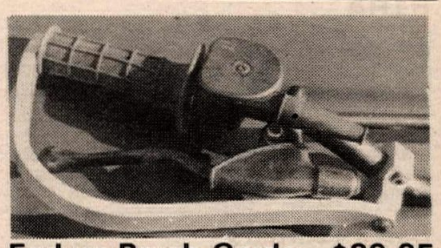
Ask for Mike (415) 455-4541. (344/47)

New '84 RM125Es Full Floater
Modified racer package: 34mm pre-jetted carb, reshaped milled head, air box modification, first rear shock oil change FREE. — $125 Normal Retail. — AT NO EXTRA COST. SUZUKI COUNTRY (714) 359-8546 (714) 734-0640. (244/46)



Enduro Brush-Gards $39.95
6061-T6 aluminum alloy — guaranteed unbreakable. At your dealer or manufacturer direct. ENDURO ENGINEERING, Inc., 3175 Stone School Road, Ann Arbor, MI 48104. (313) 971-3683. (1/43/46NEX)

'82 YZ490, EXCELLENT SHAPE, great race or play bike, $800/OBO. After 6 p.m. Ask for Ron (714) 783-3281. (145/47)

'84 Husky 500WR
Like new, excellent condition, $2300. '80 Husky 390CR, Simons forks, Ohlins, excellent condition. $800. '80 Husky 390WR automatic, excellent condition. $550. (707) 523-0556. (345/47)

'84 KTM 250MX. Owned by vet rider. Illness forces sales, like new condition. $1600/OBO. (818) 787-5485. (145/48)

'83 KTM 504
Ron Wood engine, Trick, Spotless. (714) 494-4312. (345/48)

Simons Forks (Upside) (Down)
Made for Suzuki RM250Z. (714) 494-4312. (345/48)

'83 Honda CR480R
Play ridden only, XC tank, skid plate, header plate, O-ring chain, K & N, Simons fork, MS kick stand, Hallman hand guards, extras. Near perfect, beautifully maintained. Getting married, must sell. $1700/OBO. (213) 212-7332. (145/46)

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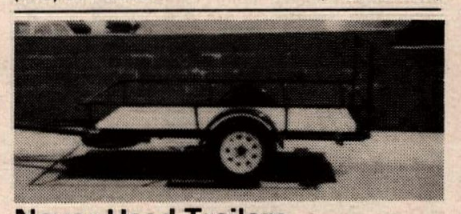
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

'83 KX250 — '79 RD400F
Both excellent, KX recently overhauled, Extras $1050/$1500. (818) 361-4168. (144/47)

Martin Racing Chassis
Factory outlet for chassis, exhaust systems, swingarms, in stock. Dealer inquiries invited. EURO PERFORMANCE, INC., 328 Dale Dr., Houston, TX 77060. (713) 931-0082. (143/46NWX)



Never Used Trailers
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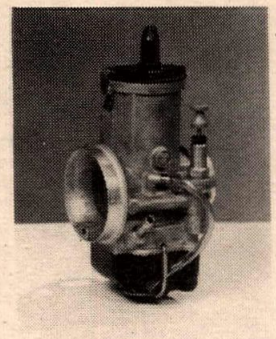

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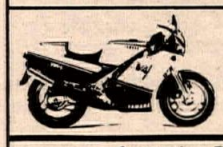

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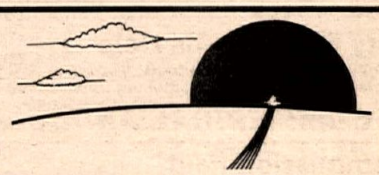

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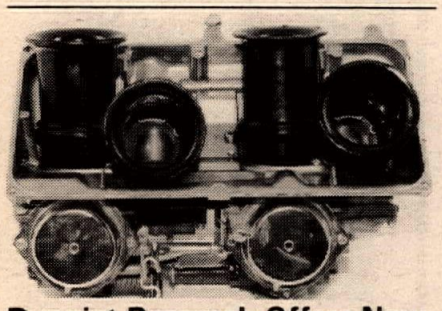

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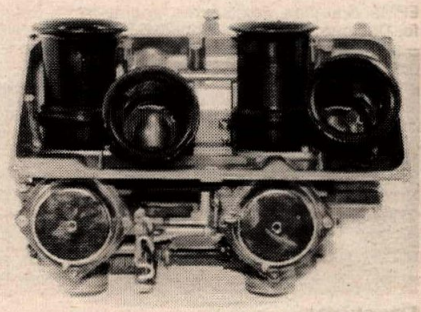

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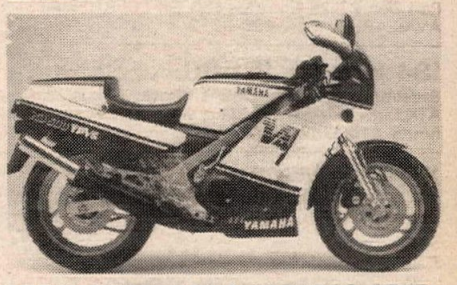

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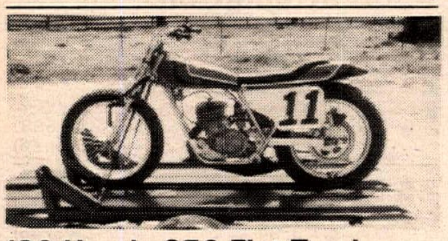
Dave Chase
Thank You, Sargeant Shultz. (146)



'80 Honda 250 Flat Tracker
Champion frame, Star glass, Ceriani forks, Woody cylinder, 40mm carb, Bill's pipe, Grimeca brakes, 4" rims, new tires, gearing. Other parts. Clean, fresh, fast. $1,500. (618) 667-6047. (146NE)

Honda HRC Superbike
EPMs, Spondon, Fox, spares, engine fresh. Ready for Daytona '85. Gary, (219) 262-2308. (145/NE)

Ford Van
Completely set up for racing. Power steering, A/C, cruise, captain seats, awning, 3 gas tanks, many more extras. $9500/OBO. (818) 915-2090. (246/49)

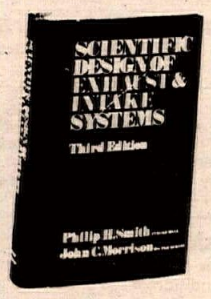
'84 Ninja
Was laid down on left side. Needs fairing and other work. Call for more info. $2000 firm. Work (213) 263-6954. Home (818) 331-2405. (146/47)

Dave Thornberry
Thank You, Sargeant Shultz. (146)

Russ Darnell MX School Christmas Vacation
Indian Dunes Dec. 20, 21. Sunrise Valley Cycle Park Dec. 27, 28. Entry fee $80. GIFT CERTIFICATES AVAILABLE!! (714) 980-3212. (246/50)

'84 Honda CR500
Excellent condition, Ohlins shock, Mikuni carb, ATK fork kit, fresh tires, very well-maintained, low hours. $1600. (714) 848-1728. (146/47)

XR500 Wasco Dirt Tracker
E.D. motor, ST, TT wheels, tires, forks, gears, Lotsa extras. $1500. Eves. Rob. (415) 685-0819. (346/47)



Motorcycle Engineering Books
Design of Exhaust/Intake Systems — $16.95. Four Stroke Performance Tuning — $21.95. Motorcycle Engineering — $16.95. Design & Tuning of Competition Engines — $19.95. Unicorn Works, P.O. Box 2657, San Rafael, CA 94912. (232/EOI/50)

Bill Howell
Thank You, Sargeant Shultz. (146)

DISCS: Brembo 260mm floaters (Yamaha), TZ500 calipers, Kosman floating rear $500 all. (415) 878-5013. (346/47)

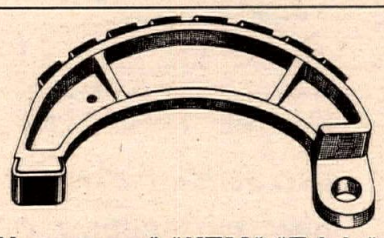
TZ250J ROLLING chassis, brakes wheels, tank, glass, etc. $1500/OBO. (415) 878-5013.(346/47)

TZ250J ENGINE, pipes, electrics, etc., spares kit. $2750/OBO. (415) 878-5013. (346/47)

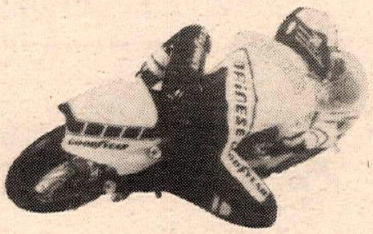
TNT Chambers Winter Sale Prices

$149.95 unpainted. $249.95 chrome. Kawasaki street chambers. All years — All models. HOT BIKE ENGINEERING (415) 657-3864. (146NWX)

16' Pro Trac — '77 Dodge B200
Trailer: 2 windows, vent, cabinets, side door, rear ramp door, dual wheels, electric brakes. $2000 firm. Van: Conversion, Towing package. $3500. Both for $5000. (408) 263-3778, (408) 923-7829. (346/49)



Husqvarna *KTM* *Trials*
New Fren super high quality waterproof brake shoes. Price $11.70 to $26.24. Dealer inquiries invited. TMI, (615) 526-4829. (146NEX)



King Kenny Model Kits!!
Here for Christmas!! $24.95 pp. RSC PERFORMANCE, PO Box 14664, Atlanta, GA 30324. (246NE)

Husky
'85 Models, '84 Models in stock at great savings. Just to show you that we mean business; How about a brand new 1983 500CR for $1500?!!! If you are serious about buying a Husky — you will buy when you hear our prices. CALL NOW to arrange delivery. HUSKY OF BOSSIER. (318) 635-9731. (246/48)

WHEELS: EPM magnesium (Yamaha) 16", 18" fronts, 18" rear. $275 each. $700 all. (415) 878-5013. (346/47)

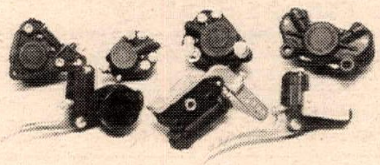
'82 Ford Van — Rotax 500
68,000 miles, air, cruise, AM-FM Cassettes, perfect for motorcycles. $9000. 1984 Wood-Rotax, Panther frame $5000. Extras. (206) 577-0131, (206) 423-5208. (346/47)

EPM Wheel Set for Suzuki
WM4-19" aluminum front, WM6-18" aluminum rear with sprocket and cush drive. Fits all Katanas and 1100s. Must sell as set. Priced to go! (214) 357-6497. (346/48)

'84 Honda CR250
Excellent condition, $1350. (805) 527-1146. (146)

'84 CR250
Low miles, lots of trick parts. Boyesen reeds, FMF pipe, ATK fork kit, W.B. rebuilt shock, lots of spare parts and riding gear. $1400. Days (714) 895-3888, (714) 960-5359. (146)

Eric Jensen
Thank You, Sargeant Shultz. (146)



Grimeca Brake Components
Available at STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (235/50NWX)

'84 Honda CR250
Only 4 mo. old! Owned and used by Mom only. Perfect condition, $1600. (714) 656-5150. (146)

'83 Honda CX650 Turbo
Excellent, low miles, $3500. Fast, great handling. Walt (408) 227-6759 or (415) 857-8982.(146/47)

'84 Honda CR250
Very good condition, new sprockets, chain and clutch. Complete engine mods. Extras. $1250. New M/S Honda Leathers (32) and jersey, worn once $80. Mike (714) 788-5746. (146/47)

'84 Husqvarna 500CR
Like new, ridden 3 times, ports matched and chamfered by ProCircuit, Dunlop tire, many extras. Expertly set up. $1900. (805) 946-3039. (146/47)

'84 Honda CR250
Top shape $1300. (714) 826-7303. (146/47)

Now $165!!
The same COMPUTER used by every TOP rider in the sport can be yours at a new low price. See your dealer or order direct. Performance Products, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (2/41/TFNNE)

Honda Buyers!
Jeff Fautt is now selling at BARBER HONDA in Ventura. Anywhere else you buy you'll pay too much. (805) 642-0276. (246/47)

TZ250 $1600
D chassis, G modifications. Mon-Fri. 7-4. (213) 875-0477. (346/47)

Precise Crankwork
We are crankbuilders for the Motorcycle Industry! We can untwist, true, weld, stroke, regrind or do anything else to any crank. When all you do are crankshafts...you have to do them right! FALICON PERFORMANCE, 2041 Range Rd., Clearwater, FL 33575. (813) 461-4161, call or write for catalog. (245/EOI/TFN/NE)

George Goodman
Thank You, Sargeant Shultz. (146)

Dico Trailers
Cycle, Jet-Ski, ATC Buggy, auto. NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS. Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

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In my garage and I want to sell 7. '79 RD400 Daytona Special used in stock production roadracing. Ready for street or track $800. '81 Honda C70 Passport, like new $395. '83 Honda V45 Interceptor, I have 2 — one set up to race, one for street. $2600 your choice. Both low mileage. '75 Honda TL250 Trials bike, clean $450. '79 Triumph Bonneville clean 11,000 miles $1250. '82 Honda CM250 Custom, only 200 miles $950. (805) 646-3987. (346/47)

Dymag Mid-Season Sale
The world's best magnesium wheel for race and street now at the best prices ever. Save 10% and more on selected models. Hundreds of wheels in stock for TZ's, VF's, etc. Extra savings on GPz's! Call now for Erik or Mary Jo at (414) 392-3170. Pittsburgh Performance, Rt. 1, Mukwonago. WI 53149. (342NEX/EOI)

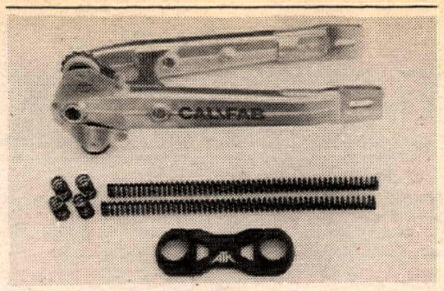
Ossa Parts Inventory
Large assortment of 125, 250, 350cc parts. Including complete case assemblies, carbs, motoplat ignitions, pistons, transmission components and much more. No reasonable offer refused. Contact Jim (213) 973-7295. (346)

'83 Yamaha TT600
Only 220 miles, ridden twice! See it, you'll buy it! First $1600 take it. (213) 935-3532. (346)

'83 XV920 VIRAGO, brand new, 300 mi., $2300 firm. '81 SECA 750, fairing, oil cooler, very clean, $1400 firm. '69 SACHS 125, good shape, $150 (714) 985-4687. (146)

Husky 510TE 4 Stroke $2000
(714) 875-5155. (146)

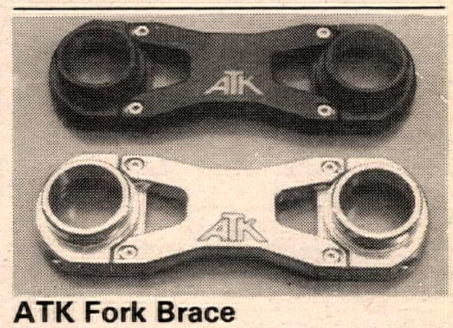
'83 Honda XL600
Low miles, runs good $1495. (213) 973-0280. (346/47)



New For RZ350 — The Cal-Fab/ATK Handling Kit
The most dramatic bolt-on handling improvement you can do to your bike consists of Cal-Fab's aluminum swingarm with the ATK chain torque eliminator, multi-rate front fork spring kit and fork race. Introductory price — $399. For further information call: CAL-FAB, INC. (714) 731-0123. ATK LEITNER CORPORATION, 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114. Toll free outside CA (800) 854-4023. (245/46NWX)

'84 Sturgis ½ Mile Winner
XR750, excellent condition, $5500. Call for more info (415) 783-5156 or (209) 835-7104. (146/47)

85 Yamaha FZ750N 84 FJ1100
Taking deposits on hottest 750 for '85. Brand new '84 FJ1100 for sale. Call LEMMON CYCLE CENTER (605) 374-3730. (146/47NWX)



ATK Fork Brace
The best Fork Brace on today's market. Favorably tested in magazines and endorsed by Calif. Superbike School. Available for Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha from 1976 up. Installs in a few minutes, see your dealer. $69.95, Visa/MC or COD. ATK LEITNER CORP., 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, or call toll free outside CA, (800) 854-4023. (226/EOI/TFN/NW)

Ducati Darma S/S
Bracken/Guest pistons, Woods heads, 40mm Dell-'Ortos, Contis, Bratton crank. This bike is beautiful and fast. A rare street machine, $3500. After 6 (213) 254-8245. (146/47)

2 '83 Honda CR480s Like New
Original owner, Ohlins, shock, plus stocker, ridden few times. Excellent condition, $1200 each. (714) 634-1900. (346/49)

Our Specs Fit Your Specs
Spec II is the only complete full service high performance builder of Yamaha RZ350 products. From complete engine work to carburetor kits, pipes, and handling components. For 10 years we've researched, tested and raced every part we made. So, if you want to go fast, call SPEC II and get the best of everything. VISA/MC OK. Chambers $225. 102 East Prospect Ave., Burbank, CA 91502. (213) 842-5187, ordering 1-(800) 421-4444. (236/EOI/NWX)

European VF1000RE
Brand new, 130 hp, 12,300 rev limit, 163 mph, carbon fiber crotch rocket. The real thing! Best offer. (206) 827-3840 ex., (206) 872-8500 ext. 357 days. (346/48)

★★ Cagiva ★★
for all models and parts. ARLETTE, 1904 North Bell, Cedar Park, TX 78613. (512) 259-0771.(146NWX)

'82 1100 Katana
CalFab swingarm, Fox shocks, 33 smooth bores, V & H cams, best of everything, very fast, very stable. $4000/OBO. Call Bob (213) 669-8607. (146)

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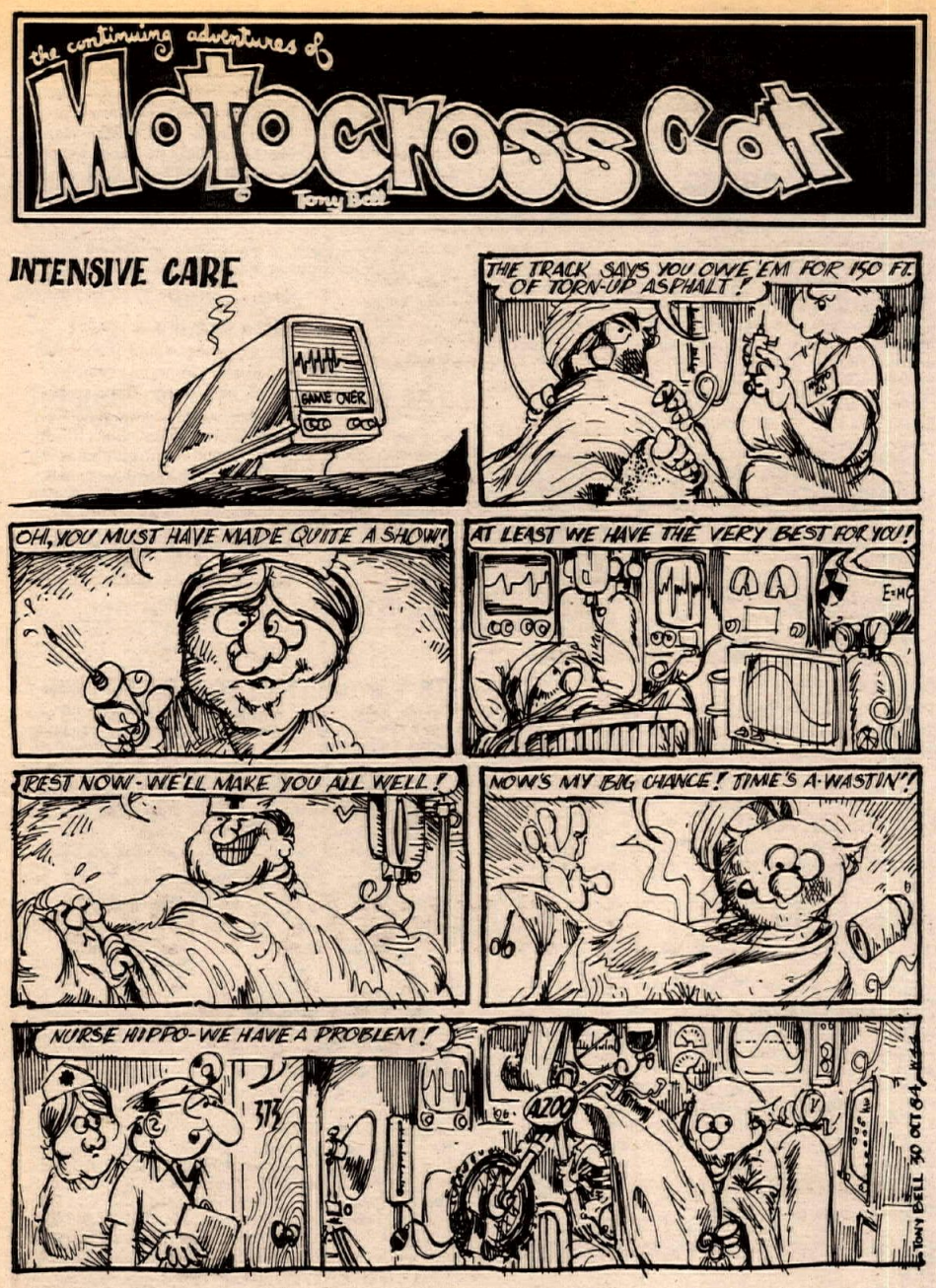
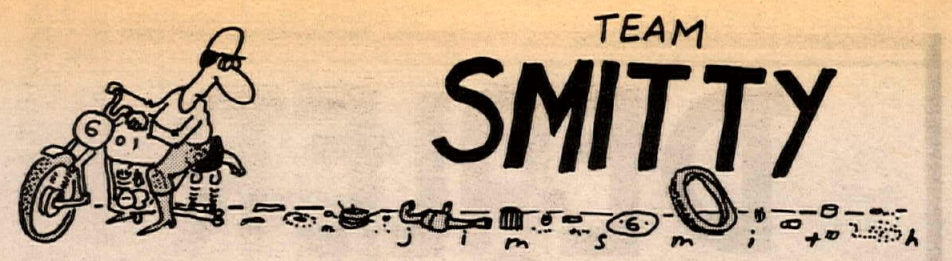
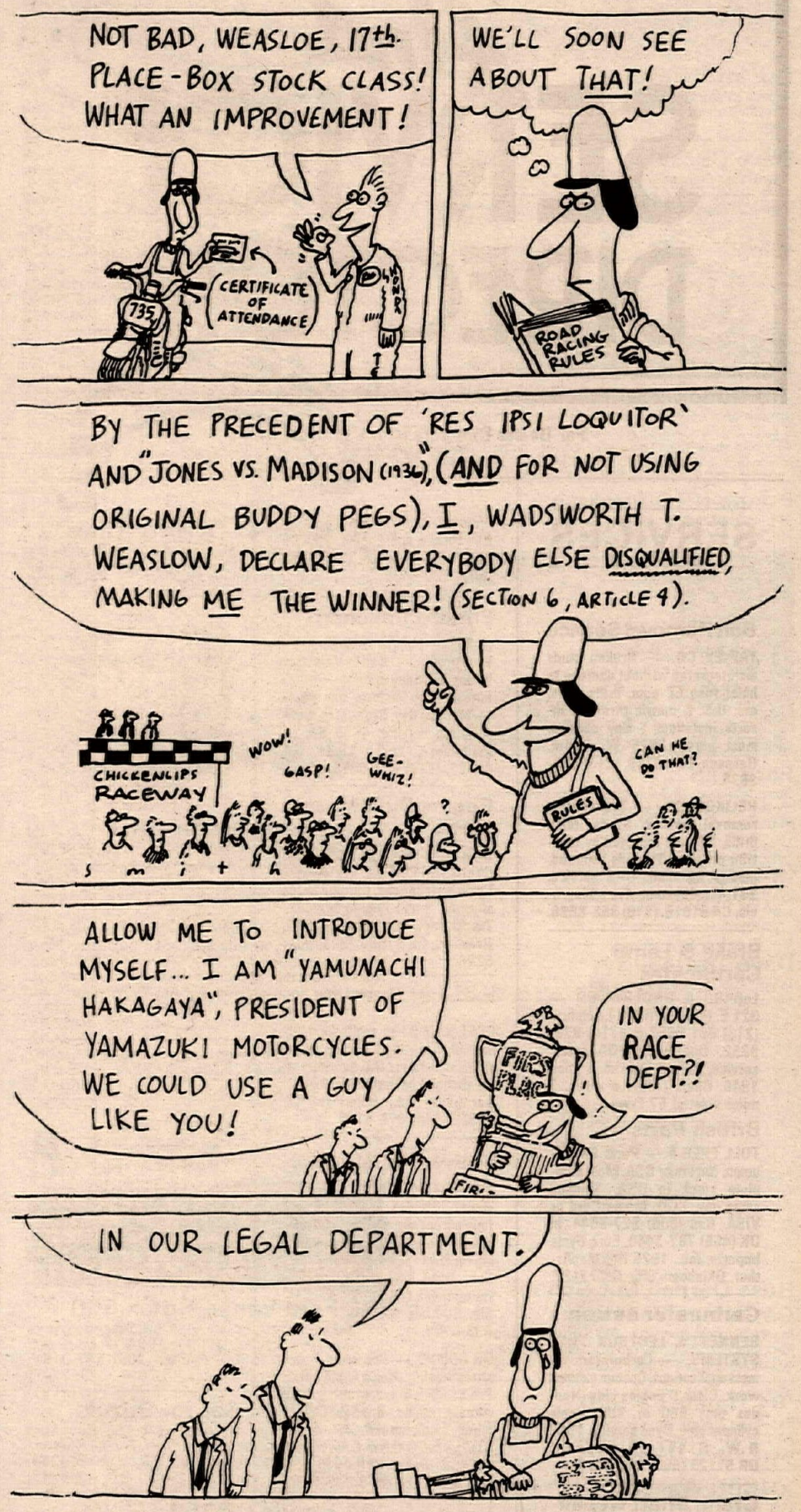






Honda VF1000R
European model, 130 hp. In the crate. It's in my garage now!! Call (305) 445-1101 after 4 p.m. (346NE)

Minnesota Enduro
One hour video, VHS. $39 + COD, UPS. Jerry Morgan, Rt. 2, Box 28, Brainerd, MN 56401. (218) 829-0809. (346/47NE)

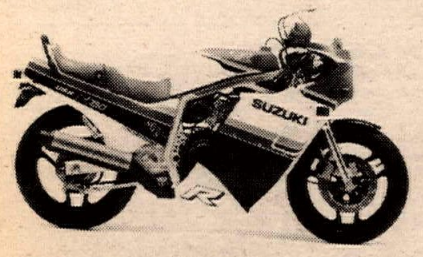
SUZUKI GS550ESZ 1983: 600 miles, Sports Elites, never raced, $2,000. (915) 372-5925, after 6 (915) 372-3610. Joe Wilson. (146/47NE)

Tex Peel XR750 Harley
Heads by Alexander, Henter, Lawwill cams, frame, aluminum tank, seat, pipes under seat. Excellent condition. Oil tank on side. Two new Knight framed H-D 500R, all the best equipment. Call Tex Peel, (313) 659-3585. (146/47NE)

(2) RZ500N Yamahas
Sport Elite (R), steering damper, jetted, legal, extras. The ultimate "street" bike. $4,795 OBO. (412) 776-6567. (346/47NE)

GETTING MARRIED? I have the rings if you have the bike. Prefer trade for late model dirt bike. (404) 979-4546; (404) 471-1920 — leave message. (146E)

Wtd: Used road racing leathers
Size for 6'3", 185 lbs. $100-$150. Call (305) 335-5842. (146E)



1985 GSXR750
Very limited number available late February. Don't delay and don't miss out on this opportunity to own the fastest 388 lbs. Sports 750 Production Bike in the World. For more information phone Gary at (604) 734-4762. VANCOUVER SUZUKI, Canada. (246/47NWX)

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For Cash. Call (714) 831-6804. (225/TFN)

Ray Conway
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Fastest M/C Boot of Them All!
Frank Thomas Handcrafted leather SPECIAL RACERS from England. Several color schemes. Resoleable Sizes 5-14. Guaranteed. Brochures $1.00. RCS IMPORTER, Dept. CNN, P.O. Box 3192, Santa Rosa, CA 95402. (707) 542-4501. (145/46NWX)

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1985 KTM 125 and 250's are arriving at the end of October and early November. Limited quantities —First come, first served. Deposits accepted. PRO CYCLE KTM, Anaheim, CA (714) 772-8170. (242TFN)

XR750
All new expert ride, complete Lawwill, spares. Also trick Triumph (303) 443-2014. (144/47)

'76 CZ250
Immaculate condition, all extras, Built by CZ factory mechanic. $650/OBO. Steve (213) 397-5598. (345/46)

Jawa Speedway Bike
Clean, $2500. (213) 860-2490 after 5. (443/46)

'84 Kawasaki 750 Turbo
1000 miles, excellent condition, must sell by 12/1/84. $3,500 OBO. Call after 7 p.m. CST, (605) 334-3462. (146/47NE)

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Premium quality touring and enduro pants, $25. Italian road and racing boots, $55. Prices include shipping. MasterCard, Visa and American Express accepted. Dealer inquiries invited. (301) 474-2228. (146/49NEX)

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Excellent condition, Ohlins shock, ATK forks, Pro-Circuit pipes and porting. Must sell Now. $1250/$1350. (714) 897-4553. (346/47)

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All extras, Wheelsmith pipe, fork mods, Thor swingarm, Ohlins shocks, new tires, $795. Also wife's '83 Suzuki RM125 with all R & D mods, great condition, $795. (714) 678-4358. (146/47)

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Bike speaks for itself. Seat cowling included. 800 kilometers. Won't last. $5500/OBO. (213) 372-8295. (346/47)

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Carl Hailey
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New Rifle "Nightflight" Fairing
Designed for Honda Nighthawk, Shadow, Magna, Sabra, and Ascot. 14½" wide, 3 lbs. Tinted windshield. Black or silver: $89.50. Colormatch: $99.50. Available through your local dealer. RIFLE FAIRING, Rt. 1 Box 8, Paso Robles, CA 93446 (805) 239-4235 (243NWX/TFN)

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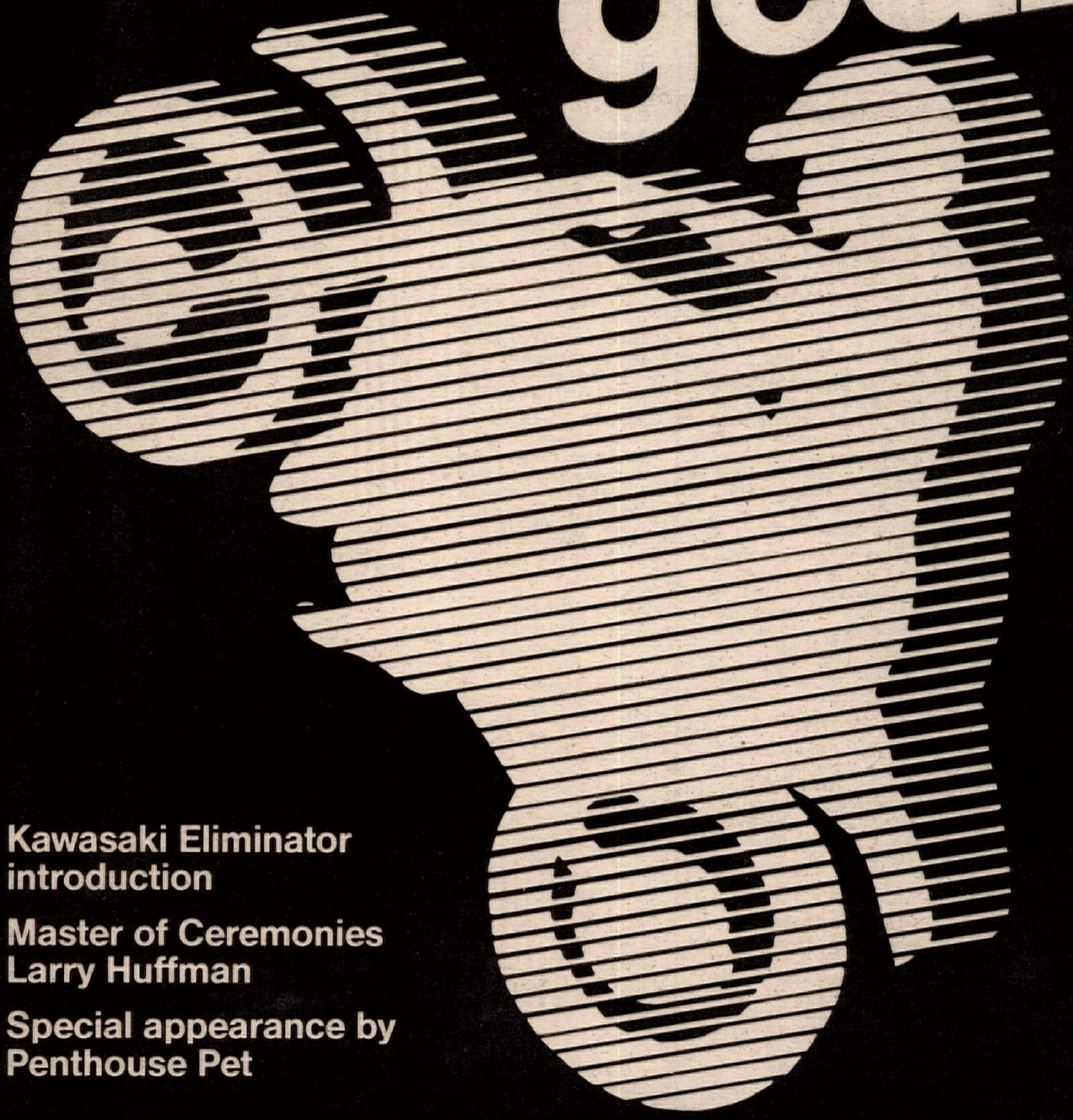

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